

News story: Relationships and Sex Education for the 21st Century

Education Secretary Justine Greening has today announced that Ian Bauckham CBE will provide the Department for Education with advice on how relationships education, including relationships and sex education for older children, should be taught in schools.

With 32 years' experience as a teacher, and 13 years spent as a headteacher, Ian has worked in a variety of roles, including heading up the Association of Schools and College Leaders in 2013 and 2014.

As part of his new role, he will speak to parents, teachers, children and other interested groups about the topics that young people today need to understand to stay safe and happy, including age-appropriate content on mental wellbeing, keeping safe online and LGBT issues.

Education Secretary Justine Greening said:

We want all young people to feel equipped to have healthy and respectful relationships, so they can succeed in adult life in modern Britain. That's why we've committed to making sure more children learn these important lessons as they grow up.

I'm delighted that Ian Bauckham will be working with us to gather views from a variety of interested stakeholders and to make sure we are reaching as many people as possible.

Ian Bauckham CBE said:

As we work to update relationships and sex education and consider the role and importance of PSHE in schools, I am looking forward to meeting and hearing from a wide range of interested parties. Schools, pupils, parents, teachers and a range of groups with valuable experience in these areas will have important views and insights to share to help the government shape the next stage of schools' work on RSE and PSHE. As a teacher and headteacher I am pleased to be able to contribute to this important work which will help to make our young people safer and better prepared for the complex world in which they will live.

Relationships and sex education is a key part of the government's wider plan to ensure every young person has the essential knowledge they need to stay safe and develop healthy relationships.

Currently only pupils attending local-authority run secondary schools – which represent around a third of secondary schools – are guaranteed to be offered Sex and Relationships Education as currently delivered.

The teaching of this important subject in schools is supported by the wider public. Recent surveys show that:

- 91% of parents believe all pupils should receive lessons to teach them about the risks of sexting, as well as other issues such as contact from strangers online; and
- 74% of 11 – 15 years old believe that children would be safer if they had age appropriate classes on relationships and sex education.

Ian Bauckham, who was awarded the CBE in 2017 for services to education, will advise on this process. As well as starting a multi academy trust, he is head teacher of a large 11-18 Church of England comprehensive in Kent and, as a National Leader of Education (NLE), works with many other schools in the region and more widely.

Speech: PM's speech to the CBI conference: 6 November 2017

Thank you and it is a pleasure to be here.

Last year I spoke to you about my belief in a well regulated free market economy.

I said it was the very best way to spread opportunity and lift people out of poverty.

We should never underestimate the immense value and potential of open, innovative, free market economies, when they operate under the right rules and regulations.

Around the world, over the last century, it has been those countries with well-functioning free markets which have enjoyed the greatest economic, social, and technological advancements.

At its best, when a free and open market place is combined with the rule of law, individual freedom, equality and human rights in a representative democracy, great things are possible.

People live longer and more secure lives.

They have the freedom and the means to fulfil their ambitions, and make the most of their potential; to bring up their families, care for one and other,

and give something back to their local communities and to wider society.

And I believe that the approach I set out to this gathering last year for a more co-operative partnership between business and government is the right one to build the even stronger economy we all want to see.

An economy fit for the future, ready for the next decade, delivering greater opportunity and prosperity right across the country.

I believe that the opportunities ahead for our country are enormous.

And the Government I lead is determined to support British business in making the most of them.

Good economic news

Over the last 12 months, I have led trade delegations to India and Japan.

I am always hugely impressed by the businesses and entrepreneurs I take out with me on those visits, and who I meet week in and week out.

I am immensely proud of what they have to offer international investors.

Last year Britain enjoyed record levels of foreign direct investment.

Across the UK, we have seen Toyota announce a £240m upgrade to their car plant in Derbyshire and BMW announce that they will build a fully electric version of the Mini in Oxford.

In Newport, the train manufacturer CAF is expected to create 200 skilled jobs in its new factory, following a £30 million investment.

With support from the Department for International Trade, Elite Electronic Systems in Enniskillen has won contracts worth £1.4 million over the next five years.

And bus manufacturer Alexander Dennis secured a £44 million deal to export double-deckers to Mexico City, supporting hundreds of jobs in Falkirk and Guildford.

Here in London Google will also open a new London office, with £1 billion of investment.

As we celebrate this good news, we should keep clearly in mind what it all really means.

It's not simply numbers on a balance sheet, but an investment in people's livelihoods and the economic security of families across Britain.

It is a vote of confidence in the UK – in our talents, our skills, our infrastructure and our ideas.

And the reason we want a strong and thriving economy, and successful

businesses, is because we want to help more people to lead full and happy lives, with good-quality jobs and rising living standards.

To build a country that works for everyone and an economy that is fit for the future.

New challenges

For the last decade, the biggest economic challenge facing the government has been dealing with the consequences of the financial crash and the great recession which followed it.

Thanks to the innovation and the entrepreneurship of British business, the hard work and sacrifice of the British people, and the Government's clear economic plan, that situation has now been transformed.

The deficit has been cut by over two-thirds and the economy has grown for nineteen consecutive quarters.

Since 2010, over 3 million more people now have the security of a job.

There are nearly a million fewer workless households.

3.4 million new apprenticeships have begun.

Income inequality is at its lowest level since 1986 and the number of people living in absolute poverty is at a record low.

British businesses – and indeed the CBI itself – can take their share of credit for what Britain has achieved in the years since the financial crisis.

But our job now is to look to the future.

If the last ten years have seen us weathering the storm of the financial crisis and rebuilding our fiscal and economic position, the next ten years must see the beginning of a new chapter in the story of the British economy.

Because for all our progress, there is still a long way to go.

So today I want to talk about my vision for the stronger, fairer, and better-balanced economy we need to build in the years ahead.

The Conservative Government's plan to deliver this is very clear:

We will get the best Brexit deal for our country, guaranteeing the greatest possible access to European markets, boosting free trade across the world, and delivering control over our borders, laws and money.

We will take a balanced approach to government spending, ensuring debt is falling, and at the same time investing in our key public services and keeping taxes low.

We will help businesses to create more good jobs across the country, with a

modern industrial strategy that invests in the skills, industries and infrastructure of the future.

We will build the homes our country needs, so everyone can afford a place to call their own and all the security that brings.

We will carry on improving standards in our schools and colleges, so our young people can get on in life.

We will back the innovators and wealth creators who deliver growth, jobs, lower prices and greater choices for consumers – and step in if businesses don't play by the rules.

And we will work tirelessly to tackle the injustices that hold people back from achieving their true potential.

By following this plan – a balanced approach to public spending; the best Brexit deal for Britain; an active Industrial Strategy; more homes; higher standards in our schools; backing innovation and wealth creation; and fighting tirelessly against injustice – we can create a country with a stronger economy and a fairer, more caring society, one that will guarantee a better future for the next generation.

Industrial Strategy

Central to this plan is our modern Industrial Strategy.

The Government will be publishing our Industrial Strategy White Paper later this month, and we will speak in more detail about it then but let me set out today some of the underlying principles which are driving our work.

For a free market economy to succeed in delivering economic and social progress for everyone, the Government has a vital role to play.

That starts by setting the right rules and making sure they are adhered to.

And some say its role should end there too.

But I believe the proper role of government goes beyond that.

Through how it invests public funds, how it provides an education system for the next generation, how it commits to long term goals, and how it supports business, people and places, a strategic state has a major influence on the economy.

In exerting that influence, governments must inevitably make choices, and in a democracy, be held to account for them.

The choice which this government makes is to deploy this influence in a thought-through way, taking decisions for the long term.

Because while the power and potential of the market is immense, I also strongly believe in the good that government can do.

We have already seen this approach work for one sector of the economy – the financial services sector.

Over decades, Governments of all parties pursued the aim of making the UK the world's foremost centre for financial services.

They worked with business to set a clear, long-term framework for the sector to succeed and it now accounts for 7.2% of the British economy.

It contributes over £70 billion to the exchequer annually and employs over a million people across the United Kingdom here in London yes, but also in Edinburgh, Cardiff, Bournemouth, Leeds, and in other towns and cities.

And when the regulatory structures governments put in place fail, and the irresponsible practices of a minority damage the economy as a whole, as happened during the financial crisis, government has duty to step in.

When British banks suffered during that crisis, government did not turn its back on the sector, wasting decades of effort, and forfeiting our global position.

Instead, we were steadfast in our commitment to fixing things and making the sector even stronger than before.

Government worked to create a more stable and effective regulatory framework, and in doing so strengthened the resilience and reputation of the UK's finance sector and contributed to the strengthening of the global financial system.

This has been a success story for Britain, and that success has been enabled by strategic support from Government and a long-term commitment from Conservative and a previous generation of Labour politicians to provide certainty and follow through.

That model – a strategic, long-term partnership between government and a vital sector, effective and evolving regulatory frameworks and incentives – has led to global pre-eminence for the UK, good quality jobs across the country, and tax revenue to fund vital public services, like schools and hospitals.

By setting the right frameworks, and investing in skills and infrastructure, we can help broaden our economic base, build a more balanced economy and make Britain a true global leader.

Of course, we cannot – and will not try – to make a plan for every corner of our economy.

We believe in the free market and won't attempt to shield the economy from market forces.

So we will have to make strategic decisions about where the government can – and where it cannot – best support key sectors of our economy.

Such an approach avoids the failed state interventionism of the 1970s.

But it also learns from the past failures of governments to give sectors and places across the country the long-term support they need to cope with economic change and compete in a changing global market place.

And as we take the Industrial Strategy forward, I want the CBI and the businesses represented here to work with Local Enterprise Partnerships and elected mayors to ensure that all parts of our country can benefit.

Brexit

Our approach to Industrial Strategy reflects our ambitions for the British economy as we leave the European Union.

A more productive, dynamic, innovative, world leading economy which embraces technological change and is globally focussed.

In my Florence speech in September, I made a generous offer to our European partners and I am pleased that EU leaders responded to it positively.

The Council acknowledged the progress we have made and called for a further acceleration.

And since I spoke in Florence, I am pleased that there has been further progress on citizens' rights, including an agreement on reciprocal healthcare and pensions, and further alignment on a range of important social security rights.

Our EU negotiating team is now preparing for the next phase, and I particularly welcome the beginning of internal discussions among the EU 27 about their position on our future relationship and the implementation period.

When sufficient progress is agreed we want to move as quickly as possible on both of these issues.

Throughout this process, I have been determined to give business and industry as much certainty as possible.

Achieving that maximum certainty was the first objective I set in my Lancaster House speech in January and it has remained fundamental to our negotiations to date.

We want to forge an ambitious economic partnership, out of the Single Market but with a new balance of rights and responsibilities between us and the European Union.

One which respects the freedoms and principles of the EU, and the wishes of the British people.

We should be excited by the possibilities which this new relationship presents for the future, just as we are realistic in acknowledging that it

will take time to finalise.

I have made clear that a strictly time-limited implementation period will be crucial to our future success.

I know how important it is for business and industry not to face a cliff-edge and to have the time it needs to plan and prepare for the new arrangements.

During this period our access to one another's markets should continue on current terms, and I want us to agree the detailed arrangements for this period as early as possible.

But we should also be able to develop our relationships with countries outside the EU in new ways, including through our own trade negotiations around the world.

Embracing change

And that world is changing in profound ways.

The technologies which are emerging today will have as profound an impact on our economy and our lives in the 2020s and 2030s, as the internet and smart technology have over the last twenty years.

And Britain is already a world-leader in a number of these fields.

In FinTech, the UK is ideally placed to be the world's hub with the sector contributing a greater proportion of our GDP than any other G20 country.

And In Artificial Intelligence, I believe Dame Wendy Hall and Jérôme Pesenti's independent review into the potential of that sector set the right ambition by arguing that we should seek to make the UK 'the best place in the world for AI businesses to develop, start, grow, and thrive.'

The economy fit for the future which we must build over the next decade will be driven by science and innovation.

As well as supporting economic growth and helping to create the good jobs of the future scientific and technological advancements also have the potential to transform and improve our lives with life-saving medicines, new clean sources of energy and breakthroughs in the digital technology which we use every day.

Last year at this conference, I committed to a record increase in public spending on research and development, with an additional £2 billion per annum by 2021.

I want us to build on our strengths in science and innovation and make Britain an international centre for the transformative technologies of the future.

We are playing our part, by increasing public sector support for R&D to record levels and we will say more about the further action we will take in

the Industrial Strategy white paper.

But today I also want to put the challenge to you – and to industry across the UK – to do the same.

Because the immense benefits which investment in R&D can bring will only be delivered in partnership with business.

You will develop the products and services that convert scientific discovery into real improvements in people's daily lives.

Today, for every £1 of government investment in R&D, British businesses invest around £1.70.

But in Germany, businesses invest around £2.40 and US businesses invest nearly £2.70.

So I want you to work with us to drive up business investment.

To help develop the next generation of technologies here in the UK, so that we can deliver more good jobs across the country and improve living standards for everyone.

This is a goal we all share, and one I know the CBI has long campaigned for.

And Britain has always been at the cutting-edge, the birthplace of the first industrial revolution and the home of more Nobel Prize winners than any country outside the United States.

We must see these coming technologies as forces for good with huge potential for our economy and our society.

Through our Industrial Strategy, the Government will help ensure Britain makes the most of them.

And as is our duty, we will also work with and support those who are disrupted by that change as well.

Infrastructure and skills

That will mean ensuring that the UK has modern and efficient infrastructure, which delivers for taxpayers and businesses across the UK.

And considerable progress has already been made.

More than a quarter of a trillion pounds has been invested in UK infrastructure since 2010.

And the National Infrastructure Commission is giving us impartial, expert advice on the crucial infrastructure decisions of the future.

But as well as investing in our physical infrastructure, we also have a duty to invest in the skills of our workforce.

For too long technical education in this country was regarded as second best, and our economy suffered as a result. We are changing this.

Our new T-Levels, backed by over £500 million every year in additional funding once fully rolled out, will transform technical education in England.

Last month we announced the first three subjects that the T-Levels will cover: Digital, Construction, and Education & Childcare.

These will be of equivalent status to A-Levels and will give young people who want to pursue a technical career a better and clearer path to follow.

But improving our offer on technical education takes nothing away from the importance of higher education.

I want to see more people, from more diverse backgrounds, both going on to university and enjoying the benefits of higher-level study of all kinds.

Our international competitors are producing more and more skilled workers, and we need to do the same. These are exciting times for our country and I am optimistic about the future we can build for our young people if we keep pressing ahead with our reforms.

Better schools, improved technical education, more accessible universities.

Giving everyone the chance to get on in life, with a good quality job, the chance to get a secure home and to raise a family.

That's what our Industrial Strategy is there to deliver.

Abuse allegations

I have talked this morning about how government and business can work together to pursue a modern Industrial Strategy and build an economy that is fit for the future.

But gathered here today, we cannot ignore the ongoing allegations of serious abuse and harassment in Parliament and across Westminster.

As representatives of British business, you know that your firms only truly succeed when you provide safe, secure and professional environments for your employees.

Parliament and Whitehall are special places in our democracy, but they are also places of work too, and exactly the same standards and norms should govern them as govern any other workplace.

What has been revealed over the last few weeks has been deeply troubling – and has understandably led to significant public unease.

Women and men should be able to work free from the threat or fear of harassment, bullying or intimidation.

But for too long the powerful have been able to abuse their power, and their victims have not felt able to speak out.

Let me be very frank – political parties have not always got this right in the past. But I am determined to get it right for the future.

So I have already published a new code of conduct and grievance procedure for the Conservative Party, which will apply to all Conservative office holders and representatives.

It sets out the high standards we expect and the procedure we will follow to deal effectively with complaints.

And later today I will convene a meeting with my fellow party leaders to discuss establishing a new common, robust and independent grievance procedure for Parliament.

Because those working for Members of Parliament should not have to navigate different party systems depending on their employer's political affiliation.

We need to establish a new culture of respect at the centre of our public life, one in which everyone can feel confident that they are working in a safe and secure environment, where complaints can be brought forward without prejudice and victims know that those complaints will be investigated properly.

And where people's careers cannot be damaged by unfounded rumours circulated anonymously online.

Of course people can be friends with their colleagues and consensual relationships can develop at work – this isn't about prying into private lives.

What we are talking about is the use and abuse of power.

We must stand up for all the victims of abuse, harassment or discrimination, wherever it has occurred.

Now is the time to act decisively – without fear or favour – to guarantee a safe and respectful working environment for everyone in the future.

Conclusion: a better future for Britain

So as we look ahead to the next ten years for Britain's economy, we should do so as rational optimists.

There are huge opportunities ahead. Making the most of them will demand hard work, imagination, and commitment.

But Britain has succeeded in the past when we have been confident in our strengths and bold in our action.

When we have backed the ambition of our wealth-creators, who use their

talent, hard work and skill to take a chance, to grow a business and to spread economic opportunity to others.

With the right economic foundations – a balanced approach to public spending and the best Brexit deal for Britain; the right long-term incentives for business; and our wealth creators given the freedom and support to thrive and Government playing its proper strategic role in support of economic growth right across the United Kingdom – I am convinced that we can and will make the most of those opportunities and build a better future for everyone in our country.

Press release: £5 million B road opens as A556 bypass legacy

A £5 million upgrade of the old A556 between Knutsford and Bowdon in Cheshire has officially been handed to local communities as a new B road – complete with a dedicated route for the area’s cyclists, pedestrians and horse riders.

Left to right – Cheshire East councillors Olivia Hunter and Jamie Macrae, Tatton MP Esther McVey, Highways England’s Tim Gamon (delivery director for the North West) and A556 project manager Paul Hampson, and Richard Stuart from Costain.

Highways England has converted the old A556 Chester Road – which has been replaced by the £192 million Knutsford to Bowdon bypass – into the B5569, a new 5.4km B road which will now be operated by Cheshire East Council.

The road was formally ‘detrunked’ and handed over to the council at a special ribbon-cutting ceremony near Mere crossroads this morning, attended by key officials from Highways England, Cheshire East Council, parish councillors and Tatton MP Esther McVey.

Highways England project manager Paul Hampson said:

This is a significant milestone for the Knutsford to Bowdon project – a result of our determination to deliver a lasting legacy for local people following the completion of the new dual carriageway in March.

The conversion work includes new arrangements at Bucklow Hill (above) and Mere junctions

Su Russell, Chairlady of CycleKnutsford, said she was delighted the group had been invited to the opening of what she described as a ‘landmark’ designated cycleway – the first in Cheshire – and hoped it would lead the way to further

cycling initiatives in the county.

She said:

Highways England and its main contractor Costain have kept CycleKnutsford informed throughout the process and taken into consideration cyclists and the environment generally at every possible opportunity.

Thumbs up for the new cyclist-friendly green route from CycleKnutsford (Su Russell, chair, centre)

CycleKnutsford members can't wait to get out on their bikes and explore the new safe segregated cycleway.

Since the new A556 opened to drivers in March, work to convert the old road has included:

- turning the old northbound 2 lane carriageway into a dedicated, segregated green route for pedestrians, cyclists and horse riders – 4 metres wide and separated from the new B road by a wide border planted with a wild flower mix
- converting the old 2 lane southbound carriageway into a new B road with as single lane in each direction
- installing brand new drainage along the new route as well as totally resurfacing the re-arranged layout
- providing totally new junction layouts at Bucklow Hill/Chapel Lane and Mere junctions giving priority to the A5034 and A50 traffic
- installing a signalised Pegasus crossing – specifically designed to assist horse riders – at the junction between the green route and the A50 at Mere

The green route even has a Pegasus system to allow safer crossing over junctions for horseriders

The green route even has a Pegasus system to allow safer crossing over junctions for horseriders

Mr Hampson said:

We would like to thank local people for their patience since March when the conversion work started in earnest. We hope they agree the new dedicated route for pedestrians, cyclists and horse riders as well as the new single carriageway B road and new junction arrangements at Bucklow Hill and Mere have been well worth the wait.

General enquiries

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

Media enquiries

Journalists should contact the Highways England press office on 0844 693 1448 and use the menu to speak to the most appropriate press officer.

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

During October, there were four new detentions of foreign flagged vessels in a UK port. Six vessels remained under detention from previous months. A total of eight vessels remain under detention at the end of October.

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 OCTOBER 2017

Vessel Name: APELLA

GT: 662

IMO: 7607613

Flag: Sierra Leone (Black List)

Company: 4M Lojistir Hizmetieri Ltd

Classification Society: PSCO

Recognised Organisation: PSCO

Recognised Organisation for ISM Doc: PSCO

Recognised Organisation for ISM SMC: PSCO

Date and Place of Detention: 27th October 2017 at Plymouth

Summary: Twenty deficiencies with eighteen grounds for detention

Defective item	Nature of defect	Ground for Detention
01137 – Civil liability for Bunker oil pollution damage cert	Missing	Yes
01139 – Maritime Labour Certificate	Missing	Yes
01106 – Document of Compliance	Missing	Yes

01122 – International ship security certificate	Missing	Yes
01113 – Minimum Safe Manning Document	Entries missing	Yes
01123 – Continuous Synopsis Record	Invalid	No
01209 – Manning specified by the Minimum Safe Manning document	Not as required	Yes
01214 – Endorsement by flagstate	Missing	Yes
07110 – Fire fighting equipment and appliances	Not properly maintained	No
05118 – Operation of GMDSS	Lack of familiarity	Yes
10112 – Electronic charts (ECDIS)	Not as required	Yes
10116 – Nautical publications	Missing	Yes
18201 – Fitness for duty – work and rest hours	Not as required	Yes
04108 – Muster List	Not updated	Yes
01326 – Stability information booklet	Not approved	Yes
01315 – Oil record book	Entries Missing	Yes
11116 – Distress flares	Expired	Yes
13102 – Auxiliary engine	Not as required	Yes
11104 – Rescue boats	Not properly maintained	Yes
07105 – Fire doors/opening in fire-resisting divisions	Missing	Yes

This vessel was still detained on 31st October 2017

Vessel Name: BLUE ALFA

GT: 1887

IMO: 7921007

Flag: Denmark (White List)

Company: Blue Star Line

Classification Society: RINA

Recognised Organisation: RINA

Recognised Organisation for ISM Doc: DNV GL

Recognised Organisation for ISM SMC: DNV GL

Date and Place of Detention: 29th October 2017 at Aberdeen

Summary: Fifteen deficiencies with five grounds for detention

Defective item	Nature of defect	Ground for Detention
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02109 – Permanent means of access	Not properly maintained	No
10105 – Magnetic compass	Not as required	No
10105 – Magnetic compass	Not as required	No
10105 – Magnetic compass	Not as required	No
10104 – Gyro compass	Inoperative	No
18408 – Electrical	Not as required	No
01101 – Cargo ship safety equipment (including exemption)	Not properly filled	No
10109 – Lights, shape, sound signals	Inoperative	No
01201 – Certificate – for master and officers	Missing	Yes
10133 – Bridge operation	Lack of familiarity	Yes
10110 – Signalling lamp	Missing	No
07125 – Evaluation of crew performance (fire drill)	Lack of training	Yes
07125 – Evaluation of crew performance (fire drill)	Lack of training	Yes
18201 – Fitness for duty, work and rest	Unfit for duty	No
15150 – ISM	Not as required	Yes

This vessel was still detained on 31st October 2017

Vessel Name: SENSEI

GT: 13865

IMO: 9084229

Flag: Panama (White List)

Company: Karlog Shipping Co Ltd

Classification Society: NKK

Recognised Organisation: NKK/QRS

Recognised Organisation for ISM Doc: DNV GL/QRS

Recognised Organisation for ISM SMC: QRS

Date and Place of Detention: 29th October 2017 at Aberdeen

Summary: Eighteen deficiencies with six grounds for detention

Defective item	Nature of defect	Ground for Detention
10127 – Voyage or passage plan	Not as required	Yes
10114 – Voyage data recorder (VDR)/Simplified Voyage data recorder (S-VDR)	Not as required	Yes

05114 – Reserve source of energy	Not as required	Yes
11124 – Embarkation arrangement survival craft	Not properly maintained	Yes
11102 – Lifeboat inventory	Not as required	No
04109 – Fire drills	Lack of control	Yes
15150 – ISM	Not as required	Yes
18305 – Hospital accommodation (Sickbay)	Not as required	No
03108 – Ventilators, air pipes, casings	Damaged	No
10138 – BNWAS	Inadequate	No
11131 – On board training and instructions	Lacking of training	No
10109 – Lights, shapes, sound-signals	Not as required	No
05116 – Operation/maintenance	Not as required	No
07106 – Fire detection and alarm system	Not as required	No
11117 – Lifebuoys incl. provision and disposition	Not as required	No
10126 – Record of drills and steering gear tests	Not as required	No
07105 – Fire doors/openings in fire-resisting divisions	Not as required	No
01140 – Declaration of Maritime Labour Compliance (Part I and II)	Invalid	No

This vessel was released on 20th October 2017

Vessel Name: RUYTER

GT: 2528

IMO: 9374674

Flag: Netherlands (White List)

Company: V D Innovation BV

Classification Society: BV

Recognised Organisation: BV

Recognised Organisation for ISM Doc: RINA

Recognised Organisation for ISM SMC: RINA

Date and Place of Detention: 15th October 2017 at Warrenpoint

Summary: Eight deficiencies with four grounds for detention

Defective item	Nature of defect	Ground for Detention
04102 – Emergency fire pump and its pipes	Inoperative	Yes

02106 – Hull damage impairing seaworthiness	Holed	Yes
13102 – Auxiliary engine	Insufficient power	Yes
13102 – Auxiliary engine	Not as required	No
10138 – BNWAS	Malfunctioning	No
10117 – Echo sounder	Inoperative	No
10135 – Monitoring of voyage or passage plan	Not as required	No
15150 – ISM	Not as required	Yes

This vessel was released on 26th October 2017

DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS

Vessel Name: REGGAE

GT: 1567

IMO: 8500408

Flag: Panama (White list)

Company: Voda Denizcilik Ve Districet 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 October 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 released on 10th October 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 October 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 October 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 October 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 October 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](#).

Press release: Solicitor General visits University of Law in Chester to mark National Pro Bono Week

Solicitor General Robert Buckland QC MP will be visiting the University of Law (ULaw) in Chester today (6 November) to meet law students and take part in a Streetlaw session with local school pupils.

His visit marks the start of National Pro Bono Week, a nationwide campaign to raise awareness of the important work done by legal professionals and the voluntary sector to help people gain access to justice.

The Solicitor will visit the University of Law's pro bono department at the Chester campus and will meet with students working with the National Centre for Domestic Violence (NCDV) which provides a free, fast emergency injunction service to survivors of domestic violence.

As part of the programme students are given full training to interview the clients over the phone and then fill in the necessary forms online that would allow injunctions to be issued. The work often leads to them acting as Mackenzie friends which involves assisting and advising a litigant in person, in the preparation of their case and during the hearing.

The Streetlaw event will see school children learning about the legal issues related to filming at school and then posting the footage online via social media.

The Solicitor General, Robert Buckland, QC MP said:

"It's fantastic to meet future lawyers offering advice through pro bono initiatives. Many start their pro bono work while they are students and continue that important commitment throughout their careers.

"Pro bono work provides a vital contribution to our society and helps legal professionals maintain strong connections to the community.

"The Streetlaw programme is helping to educate the next generation of lawyers, while providing participants with important knowledge on legal

issues that relate to them.”

Carol Draycott, Dean of The University of Law(ULaw)’s Chester campus, said:

“At ULaw we are committed to providing our students with first-hand practical experience and through our pro bono programme we have been able to help a number of people who might otherwise not have easy access to legal advice.

“We are honoured that the Solicitor General has taken time to visit us during such an important week designed to promote and highlight the voluntary work done by legal professionals.”

Streetlaw is a national, public legal education project that is delivered by law students in universities across England and Wales. The students deliver interactive and engaging legal workshops that aim to educate community groups and school children about the law as it relates to them.