

News story: Britain's second aircraft carrier named in Rosyth

The ship's new sponsor, Her Royal Highness The Duchess of Rothesay, followed Royal Navy tradition by triggering a bottle of 10 year old whisky from the Laphroaig distillery in the Isle of Islay, smashing it against the ship's hull.

This significant milestone comes just three weeks after the first aircraft carrier HMS Queen Elizabeth made her first entry into her home port of Portsmouth as part of her maiden sea trials programme.

Defence Secretary Sir Michael Fallon, said:

HMS Prince of Wales is a prestigious name for what I'm sure will be a most prestigious ship. Today is yet another landmark in an incredibly busy year for the Royal Navy and shipbuilding. HMS Queen Elizabeth has undergone her sea trials and arrived into Portsmouth, I have cut the steel on the new Type 26 frigates and we announced our ambitious new National Shipbuilding Strategy this week.

Together these magnificent carriers will act as our statement to the world. By having two we will ensure the UK will be one of the few nations able to maintain a continuous carrier strike presence on the high seas to project our power across the world.

The ship will be the eighth in the Royal Navy to bear the name HMS Prince of Wales, honouring Britain's history as a seafaring nation from the Sixth Rate gun ship in 1693 to the 'King George V' Class Battleship that fought in World War II.

Admiral Sir Philip Jones, First Sea Lord and Chief of Naval Staff, said:

The name HMS Prince of Wales represents many centuries of loyal service to Crown and Country, and its return to the Royal Navy today is a moment of great strategic significance for the United Kingdom. To build one carrier is a symbol of national ambition – but to build two is a sign of real commitment to our own security and to our international responsibilities.

With two Queen Elizabeth-class carriers in Royal Navy service, one will be available for operations at all times. When paired with the F35B Joint Strike Fighter, they will provide our nation with a continuous Carrier Strike capability – a powerful conventional deterrent in a dangerous and uncertain world. I congratulate all those who have worked so hard over many years to make the Royal Navy's carrier-led renaissance a reality.

Sir Simon Lister, Managing Director of the Aircraft Carrier Alliance, said:

Today's naming ceremony is a significant moment in the life of the programme and for each and every person involved in the design and construction of HMS PRINCE OF WALES, one of the largest engineering projects in the UK today. The Nation has come together to build this magnificent ship which will in turn protect our Nation's interests around the globe.

HMS Prince of Wales, along with her sister ship, HMS Queen Elizabeth, reflects the very best of British design and engineering capability and has created a once in a lifetime opportunity for highly skilled employees to be involved in an iconic programme.

I am immensely proud to welcome The Royal Highnesses and our many other distinguished guests to Rosyth today.

With a crew of 679, HMS Prince of Wales is expected to carry out sea trials in 2019 before entering Royal Navy service.

There are also currently 150 Royal Navy and RAF personnel continuing F-35 aircraft training in the United States. By the end of this year it is planned that the UK will have 14 of these fast jets, the World's most sophisticated fighter, with initial flight trials from the deck of HMS Queen Elizabeth planned for 2018. With a crew of 679 HMS Prince of Wales is expected to carry out sea trials in 2019 before entering Royal Navy service.

Trade Secretary Dr Liam Fox said:

The HMS Prince of Wales will do more than keep us safe and project British power across the globe. With home grown talent providing 90% of the suppliers for her and her sister ship, this aircraft carrier will also promote the strength of our shipbuilding sector.

This achievement shows what a huge amount of exporting potential the sector has and, as an international economic department, we will continue to support businesses to export their goods and services, and attract the investment that creates and supports British jobs.

[News story: Vacancy: Inspector of Air Accidents \(Human Factors\)](#)

Can you develop the human factors capability within the AAIB? This is a challenging and evolving field of work. The AAIB is recruiting its first Inspector of Air Accidents (Human Factors), and we'd like to hear from you.

As an integral part of the multi-disciplinary team, the Inspector (Human Factors) will be involved from the outset of an accident or serious incident investigation. You will review preliminary data to determine the level of human performance expertise required, and your remit will include managing specialists throughout an investigation, interviewing witnesses, writing detailed reports, identifying safety issues, drafting safety recommendations and giving evidence in court.

A full job description and role profile is on the [Civil Service Jobs website](#).

Read more about human factors in air accident investigations in the short article below.

The deadline for applications is 4 October 2017.

Lisa Fitzsimons, Senior Inspector of Air Accident (Engineering)

As an AAIB Engineering Inspector no two days are ever the same. I may find myself working on an accident site documenting the wreckage and collecting evidence, overseeing component testing in a manufacturer's facility or project-managing a team of international specialists. Fundamentally the engineering aspects of an air accident investigation are aimed at trying to understand whether the aircraft or its systems played any part in the accident, and equally whether the manner in which the aircraft was designed, tested, certified or maintained may have played a role.

As an Engineering Inspector, my job is as much about trying to understand the human contribution to an accident or incident as it is about trying to understand the hardware contribution. It is a common misconception to think that the human involvement in an accident lies only with the pilots, those who happen to be in the 'driving' seat at the time of the accident. As investigators we need to look at all the human interactions and organisational influences that may have contributed to an accident, whether those be in the immediate lead-up to an accident or further back in time. When examining these issues as investigators we have the gift of hindsight, which is not something those involved at the time of an accident possess. It is therefore vital that rather than looking back and scrutinising someone's actions and trying to understand them based on what we now know, we instead put ourselves in their shoes, try to understand how the situation unfolded in their eyes and what information they had available to them. In that way we can attempt to work out why their thoughts, actions and behaviours may have made perfect sense to them at the time. Gaining proper insight into these

issues allows us to identify the areas that will deliver the most meaningful safety improvements. And of course, it is also equally important to understand what went right as well as what went wrong, what safety features worked as intended or what human interventions may have prevented the outcome from being even worse.

Truly getting to grips with the human aspects of an air accident is an integral part of the AAIB's role and the AAIB is constantly enhancing its capability in these areas. Recruitment of a specialist Human Factors Inspector is an important step on this journey, and the successful candidate will have a real opportunity to influence and shape this evolving capability.

If you think you could make a positive contribution to the work of the AAIB in the field of Human Factors, please read on.

Emma Truswell, Inspector of Air Accident (Operations)

As a new AAIB Operations Inspector, I quickly noticed the amount of variety in the job. Every week is filled with new learning experiences and interesting challenges. It provides a tremendous opportunity to develop a broad range of skills and knowledge, and to apply them to important real-life events. The most rewarding aspect for me is knowing that I am part of something meaningful and just. On one level we can be finding answers for bereaved families during the most difficult time in their lives, and on another we are helping to improve international flight safety.

A core part of the job is deploying to the scenes of accidents and serious incidents. A roster shows who is available for call-out any time of the day or night, and any day of the year. Once called, you could be sent anywhere in the world, so you need to have your kit ready. Time is of the essence to get to the site and start evidence collection.

Having been deployed a number of times already, it is clear that every occurrence is unique. You may be dealing with a light aircraft accident on remote terrain, or it could be a serious incident involving an airliner at a major airport. The site can be distressing, and the pace dramatic. With all kinds of people and agencies present, it is a case of prioritising and using people skills to manage the site, and be efficient in your work.

You can be away for a few days during the field phase, and then it's back to the Branch to begin the post-field and analysis phase. This phase is full of twists and turns as you delve deeper in to the circumstances of an accident – trying to figure out the key factors and, crucially, what safety lessons can be learned by the wider industry. You may be dealing with anyone from eye-witnesses and flight crew, to operators and regulators – travelling all over to find answers and learn more. At the end of an investigation, the team produces a report to broadcast the safety message, with the aim of preventing re-occurrence. Sometimes it is also necessary to give evidence in court.

A positive aspect of the job is the continual scope for training and development. From remote terrain awareness and off-road driving training courses; to attending interesting conferences and manufacturer visits; to the

opportunity to gain or maintain your pilot's licence – this job represents an amazing opportunity to challenge yourself.

If you are a motivated and inquisitive person, who is passionate about improving flight safety as part of a well-established team, then grab this opportunity with both hands. Even after the short time I have been here I feel a real sense of fulfilment at the AAIB.

Press release: Liverpool man jailed for selling dodgy ED medicines

David Antley, of Dovecot, Liverpool, was sentenced yesterday at Liverpool Crown Court for the importation and supply of substantial quantities of unauthorised medicines.

MHRA investigators raided Antley's property and seized more than 13,900 doses of unlicensed erectile dysfunction medicines worth more than £40,000.

Antley pleaded guilty to the charges and was sentenced to 20 weeks imprisonment (concurrent to all counts).

MHRA is currently running the #FakeMeds campaign to warn people against buying potentially dangerous or useless unlicensed medicines sold by illegal online suppliers.

MHRA Head of Enforcement, Alastair Jeffrey, said:

Selling unlicensed medicines is illegal and can pose a serious risk to health.

Unlicensed medicines can be dangerous as their contents are unknown and untested. Chances are they simply will not work, but they may contain dangerous ingredients. The consequences for your health can be devastating.

Criminals involved in the illegal supply of medical products aren't interested in your health – they are only interested in your money.

MHRA will continue to track down and prosecute those who put the public's health at risk.

Visit www.gov.uk/fakemeds for [tips on buying medicines safely online](#) and how to avoid unscrupulous sites.

Press release: Rare bust of Queen Victoria by master sculptor at risk of leaving the UK

Arts Minister John Glen has placed a temporary export bar on an extraordinary sculpture of Queen Victoria to provide an opportunity to keep it in the country.

The sculpture is at risk of being exported from the UK unless a buyer can be found to match the asking price of £1.2 million.

This remarkable depiction of the ageing monarch was created by master sculptor Alfred Gilbert, who transformed British sculpture in the late nineteenth and early twentieth centuries.

His celebrated works include the Shaftesbury Memorial (better known as Eros) at Piccadilly Circus in London, and a magnificent tomb to Prince Edward, Duke of Clarence, in St George's Chapel, Windsor.

The sculpture was based on a full-length bronze statue of Queen Victoria, which Gilbert had produced in 1887. Gilbert rarely worked in marble; most of his sculptures are of bronze, making this piece even more exceptional.

Arts Minister John Glen said:

This captivating likeness of Queen Victoria showcases the extraordinary skills of celebrated sculptor Alfred Gilbert.

I would be delighted to see this unique piece on display in a UK institution where the public can enjoy and admire it.

The sculpture depicts Queen Victoria towards the end of her long life. The marble has been sensitively carved to reflect the texture of her skin and her meditative expression, as well as the soft swirls of cloth around her head and shoulders.

While the bust has the appearance of a highly realistic likeness, the sculptor did not work from life but from photographs, using his own mother as a model for the figure and drapery. He said at the time, "One was Queen of my country – the other Queen of my heart".

The bust was commissioned in 1887 by the Army and Navy Club to celebrate the golden jubilee of Queen Victoria's coronation in 1837, as well as their own

jubilee – the Club having been founded in 1837.

The decision to defer the export licence follows a recommendation by the Reviewing Committee on the Export of Works of Art and Objects of Cultural Interest (RCEWA), administered by The Arts Council.

RCEWA member Lowell Libson said:

Sir Alfred Gilbert, a leading but mercurial light in the British 'New Sculpture' movement, is now regarded as one of the greatest European sculptors of the period.

This monumental portrait bust of the Queen-Empress is not only an important icon made at the apogee of British power but a complex and hugely sympathetic image. It is also a tour de force of marble carving, a medium which Gilbert rarely employed.

The RCEWA made its recommendation on the grounds of the sculpture's outstanding significance to the study of the work of Alfred Gilbert, the leading British sculptor of his generation. They also praised Gilbert's imperious but compellingly naturalistic portrayal of the monarch.

The decision on the export licence application for the sculpture will be deferred until 7 December 2017. This may be extended until 7 April 2018 if a serious intention to raise funds to purchase it is made at the recommended price of £1,200,000 (plus VAT of £240,000).

Offers from public bodies for less than the recommended price through the private treaty sale arrangements, where appropriate, may also be considered by John Glen. Such purchases frequently offer substantial financial benefit to a public institution wishing to acquire the item.

Organisations or individuals interested in purchasing the sculpture should contact the RCEWA on 0845 300 6200.

A photo of the sculpture can be downloaded via our [flickr site](#).

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Notes to editors

- Details of the sculpture are as follows: A white marble bust portrait (h. 96 cm) of Queen Victoria, executed by Alfred Gilbert (1854-1934) from 1887 to 1889.
- The Reviewing Committee on the Export of Works of Art and Objects of

Cultural Interest is an independent body, serviced by The Arts Council, which advises the Secretary of State for Culture, Media and Sport on whether a cultural object, intended for export, is of national importance under specified criteria.

- The Arts Council champions, develops and invests in artistic and cultural experiences that enrich people's lives. It supports a range of activities across the arts, museums and libraries – from theatre to digital art, reading to dance, music to literature, and crafts to collections. www.artscouncil.org.uk.

[News story: Finance Bill legislates for remaining tax changes](#)

'A fair tax system is a key part of our plan to build a fairer society', says Mel Stride, Financial Secretary.

The [second Finance Bill of 2017](#), published today (8 September), will make the tax system fairer by cracking down on avoidance and evasion, and will bring in vital tax revenue needed for public services.

Measures include:

- new penalties for those who enable the use of tax avoidance schemes that are later defeated by HMRC
- an update on the rules around company interest expenses, to ensure big businesses cannot use excessive interest payments to reduce the amount of tax they pay
- changes to prevent individuals from using artificial schemes to avoid paying the tax they owe on their earnings

Mel Stride, Financial Secretary to the Treasury and Paymaster General said:

A fair tax system is a key part of our plan to build a fairer society.

The UK is a world leader in tackling tax avoidance and evasion, but we must continue to take action to ensure everyone pays their fair share. The Finance Bill will allow us to do just that by preventing companies and individuals from using complicated tax structures to avoid paying the tax they owe, and penalising people that help them to do it.

Measures in the Finance Bill build on the government's successful track record. Since 2010, HMRC has secured over £160 billion in additional tax

revenue as a result of tackling avoidance, evasion and non-compliance – helping the UK to achieve one of the lowest tax gaps in the world.

This Finance Bill also addresses a number of imbalances in the system, ensuring that everyone pays their fair share of tax by:

- abolishing permanent non-dom status, so that those who have lived here for years – and in some cases for their entire lives – pay tax in the same way as UK residents
- reducing the dividend allowance from £5,000 to £2,000 from April 2018, limiting the difference in tax treatment between those who work through their own company, and those who work as employees or self-employed, whilst ensuring that support for investors is more effectively targeted
- reducing the Money Purchase Annual Allowance from £10,000 to £4,000, limiting the extent to which people can recycle their pension savings to get extra tax relief