

Boats put River Thames traffic at risk

The owner of a pair of 25-metre houseboats obstructing a busy part of the River Thames in Surrey has been convicted of breaking river laws.

Alistair Trotman, of Kingston upon Thames, ignored warnings from the Environment Agency he was flouting bylaws designed to keep the river safe and clear. He broke limits on the time a boat can be moored in one place at or near a lock.

The 55-year-old, who rented out Kupe and Rhythm of River as permanent and temporary accommodation, left the former commercial barges end-to-end in an Environment Agency lay-by at Molesey, among the busiest locks on the Thames, between October 2018 and the following March.

Even a formal direction to move, issued by the Thames harbour master, had no effect. This led the Environment Agency, which owns the riverbank at Molesey Lock, to take Trotman to court for, in effect, compromising the safe passage of other boats through the lock.

Sitting at Staines magistrates' court, district judge Susan Cooper was told Trotman's inconsiderate actions exposed other boats and their crews to obstruction and possible danger.

Colin Chiverton, environment manager for the River Thames at the Environment Agency, said:

Trotman showed contempt for the rules. He not only moored both boats in the same place for several months, but then snubbed formal harbour master notices to move. The majority of boats using Environment Agency locks do so lawfully and continue along the river.

The Environment Agency also maintains some limited short-stay public moorings along almost 150 miles of the non-tidal River Thames to encourage pleasure boating and enable secure berthing at set locations.

We strongly advise all boat-owners on the Thames to give serious consideration to the size and type of vessel they use and how to comply with landowner mooring requirements.

Boats moored permanently to land on the non-tidal River Thames need the consent of the landowner – and mustn't cause an obstruction to other traffic.

Trotman did move Rhythm of River a few metres from its original position after being warned legal action was a possibility, but he was still in breach of the harbour master notices issued against both boats.

When Trotman refused the agency's instructions to move the boats in March 2019, waterways officers were forced to tow them to an Environment Agency mooring on a wider part of the Thames. Kupe was moved with the owner still inside. Trotman refused to come out to talk to officials, who had tried to contact him through documents posted on the vessels, phone calls and letters. Trotman took no notice.

As on the road, those with powered or unpowered boats on the river need to make sure they don't cause an obstruction to other traffic, or interfere with land adjacent to the river. The Environment Agency maintains more than 600 miles of inland waterways across England, keeping them open and safe for thousands of river-lovers.

On 7 October 2021, Staines magistrates' court convicted Trotman, of Castle Street, Kingston upon Thames, of causing or allowing Kupe and Rhythm of River to remain in a lock, channel or cut for longer than necessary.

The same court also found Trotman guilty of twice failing to comply with a harbour master notice to move the boats when directed. The offences were in breach of the Thames Navigation Licensing and General Byelaws 1993 and the Thames Conservancy Act 1932.

Trotman, who represented himself, consistently denied he was in the wrong. He will be sentenced on 19 January 2022.

Consequences of improperly obtaining bounce-back loans

Press release

Loan fraud amongst reasons why operator licence revoked.



The traffic commissioner for the West Midlands, Nick Denton, recently held a public inquiry into Mafuwer Logistics Ltd. The company was granted a standard

international licence for three vehicles in December 2020.

The traffic commissioner found that almost all of the company's financial resources had been provided by a £50,000 bounceback loan (BBL) in May 2020. However, the company's turnover was far below the £200,000 necessary to qualify for such a loan – the maximum permissible BBL being 25% of turnover or £50,000, whichever is the lower.

Mr Denton also saw that the company's bank statements, provided as evidence of financial standing, contained an unusually large number of items which seemed to constitute personal use of funds by the director.

The company also had a very poor maintenance record and numerous tachograph infringements. The commissioner concluded that the business did not have good repute or financial standing and therefore revoked its licence.

Commenting on the case, Mr Denton said: "this is not the first case I have come across where a bounce back loan appears to have been improperly obtained. I know that at the height of the pandemic banks did not always have the opportunity to check whether applicants qualified for the level of loan applied for. Nevertheless, if I find that companies or individuals have been untruthful about their turnover when applying for a loan, I will draw adverse conclusions about good repute."

"I also warn against the tendency I have seen in some companies to fund personal expenditure from the company's accounts. Directors may withdraw money from the company in only three ways: salary, dividends or a properly documented director's loan (which must be repaid). They can't just use the company debit card to fund personal shopping, holidays etc. This is tax evasion and will harm good repute."

Further details can be found [here](#).

Published 11 October 2021

Minister for Asia visits HMS Queen Elizabeth in Singapore, October 2021

Press release

Minister Amanda Milling has travelled to Singapore and visited HMS Queen Elizabeth, flagship of the Carrier Strike Group.



Minister for Asia, Amanda Milling, has visited the flagship of the UK's Carrier Strike Group 2021 in Singapore.

HMS Queen Elizabeth, one of the two largest warships ever built for the Royal Navy, has led the British and allied deployment to the Indo-Pacific. The ship demonstrates our commitment to regional stability, working alongside allies and partners.

The deployment has also helped to deepen the UK's diplomatic and prosperity links with partners new and old in the region.

Minister for Asia, Amanda Milling, said:

The Carrier Strike Group deployment to the Indo-Pacific is a demonstration of Global Britain in action and the UK's commitment to strengthening security ties in the region.

It was an honour to go aboard and meet the crew. I have also met my Singaporean counterpart with whom we work so closely on regional and maritime security.

While in Singapore, Minister Milling met with Senior Minister of State for Foreign Affairs, Sim Ann, where they discussed the Carrier Strike Group visit to the region, the UK's CPTPP application and the ongoing work between the UK and Singapore to boost trade and the digital economy.

The British High Commission hosted a roundtable event with academics and think tanks. The session covered regional and security issues such as the UK's new trilateral partnership with the United States and Australia, AUKUS.

The Minister also participated in a dialogue session with key members of the British Chamber of Commerce and discussed ways to foster closer collaboration on trade, education and sustainability.

Published 11 October 2021

UK changes travel rules for travellers from Nigeria to England

World news story

Fully vaccinated travellers from Nigeria will now be able to visit England without needing to take multiple COVID-19 tests or self isolate.



UK Government

From Monday, 11 October 2021, fully vaccinated travellers from Nigeria will be able to visit England without needing to provide a pre-departure test, undertake a day 8 test or self-isolate for 10 days, although will still need to book and pay for a day 2 test. This policy applies to those fully vaccinated with AstraZeneca (including Covidshield), Pfizer, Moderna and Janssen (Johnson and Johnson).

Fully vaccinated means that you have had a complete course of an approved vaccine at least 14 days before you arrive in England. The day you had your final dose does not count as one of the 14 days. You must be able to prove that you have been fully vaccinated under a vaccination programme and have a valid proof of vaccination recognised by the British Government. For Nigeria, the certificates with valid QR codes as issued by Nigeria's National Primary Health Care Development Agency are recognised.

If you are not a fully vaccinated traveller from Nigeria to England, you

must:

- take a pre-departure COVID-19 test – to be taken in the 3 days before travel
- book and pay for day 2 and day 8 COVID-19 tests – to be taken after arrival
- complete a passenger locator form – any time in the 48 hours before arrival

After you arrive, you must:

- quarantine at home or in the place you are staying for 10 days
- take a pre-booked COVID-19 test on or before day 2 and on or after day 8

Acting British High Commissioner, Ben Llewellyn-Jones, said:

The exemption of fully-vaccinated Nigerians travelling to the UK from providing a pre-departure test and self-isolating for 10 days, is a very welcome development. To make this happen, we have been working closely with Nigeria's National Primary Health Care Development Agency on recognising Nigeria's vaccine certification, which we have now done.

The UK remains committed to opening up international travel and enabling those who wish to enter the UK, to do so safely. Vaccines work and – as the pandemic has shown – no one is safe until we are all safe. I would encourage all eligible people to get vaccinated.

For more information, including on those under 18, please visit the travel guidance [here](#).

Published 11 October 2021

Foreign flagged ships detained in the UK during September 2021

During September, there were three new detentions of foreign flagged vessels in a UK port.

1. In response to one of the recommendations of Lord Donaldson's inquiry into the prevention of pollution from merchant shipping, 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 or in agreed class/ flag condition before departure.

Notes on the list of detentions:

- Full details of the ship: The accompanying detention list shows ship's International Maritime Organisation (IMO) number which does not change 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 operation of the ship at the time of inspection.
- Classification society: The list shows the classification society responsible for classification of 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.
- Deficiencies: The deficiencies listed are the ones which were detainable. Further details of other deficiencies can be provided on request.

SHIPS DETAINED IN SEPTEMBER 2021

Vessel Name: ADHARA 1

GT: 221

IMO: 8977675

Flag: St Kitts and Nevis (grey list)

Company: Adhara One Ltd

Classification society: Phoenix Register of Shipping

Recognised organisation: Phoenix Register of Shipping

Recognised organisation for ISM Doc: N/A

Recognised organisation for ISM SMC: N/A

Date and place of detention: 1st September 2021 at Hythe, Southampton

Summary: Twenty-two deficiencies with ten grounds for detention

Defective item	Nature of defect	Ground for Detention
18408 – Electrical	Not as required	Yes
01220 – Seafarer employment agreement (SEA)	Not as required	Yes
01337 – Certificate or documentary evidence of financial security relating to ship owner's liability	Missing	Yes
01214 – Endorsement by flagstate	Missing	Yes
01306 – Shipboard working arrangements	Not posted	Yes
01308 – Records of seafarers' daily hours of work or rest	Incorrect entries	Yes
11201 – Certificates for masters and officers	Not as required	Yes
11201 – Certificates for masters and officers	Not as required	Yes
01336 – Certificate or documentary evidence of financial security for repatriation	Not as required	Yes
18321 – Heating, air conditioning and ventilation	Not as required	Yes

This vessel was released 15th September 2021

Vessel Name: NAVIN FALCON

GT: 5087

IMO: 9492933

Flag: Marshall Islands (white list)

Company: Bright Denizcililik ve Gemi

Classification society: BV

Recognised organisation: BV

Recognised organisation for ISM Doc: BV

Recognised organisation for ISM SMC: BV

Date and place of detention: 4th September 2021 at Tilbury, London

Summary: Twenty-two deficiencies with four grounds for detention

Defective item	Nature of defect	Ground for Detention
05114 – Reserve source of energy	Inoperative	Yes
13199 – Other (machinery)	Other	Yes
07115 – Fire-dampers	Inoperative	Yes
15150 – ISM	Not as Required	Yes

This vessel was released 20th September 2021

Vessel Name: REN JIAN 23

GT: 40487

IMO: 9389411

Flag: China (white list)

Company: Hainan Ansheng Shipping Co

Classification society: China Classification Society

Recognised organisation: China Classification Society

Recognised organisation for ISM Doc: China Classification Society

Recognised organisation for ISM SMC: China Classification Society

Date and place of detention: 10th September 2021 at Tilbury, London

Summary: Thirty-one deficiencies with five grounds for detention

Defective item	Nature of defect	Ground for Detention
10135 – Monitoring of voyage or passage plan	Not as required	Yes
15150 – ISM	Not as required	Yes
04103 – Emergency, lighting, batteries and switches	Inoperative	Yes
10111 – Charts	Not updated	Yes
05118 – Operation of GMDSS Equipment	Lack of familiarity	Yes

This vessel was released 15th September 2021

DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS

Vessel Name: SEA KESTREL

GT: 1382

IMO: 9006459

Flag: Barbados (white list)

Company: Torbulk Ltd

Classification society: RINA

Recognised organisation: RINA/DNV GL

Recognised organisation for ISM Doc: RINA

Recognised organisation for ISM SMC: RINA

Date and place of detention: 30th August 2021 at Shoreham-By-Sea

Summary: Fifteen deficiencies with five grounds for detention

Defective item	Nature of defect	Ground for Detention
10135 – Monitoring of voyage or passage plan	Not as required	Yes
10127 – Voyage or passage plan	Not as required	Yes
02106 – Hull Damage Impairing Seaworthiness	Cracked	Yes
01199 – Other (certificates)	Other	Yes
15150 – ISM	Not as Required	Yes

This vessel was released 4th September 2021

Vessel Name: POSEIDON

GT: 1412

IMO: 7363217

Flag: Iceland (White list)

Company: Neptune EHF

Classification society: NA

Recognised organisation: NA

Recognised organisation for ISM Doc: DNV-GL

Recognised organisation for ISM SMC: N/A (SMC issued by Flag)

Date and place of detention: 19th July 2018 at Hull

Summary: Ten deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
02106 – Hull damage impairing seaworthiness	Holed	Yes
07113 – Fire Pumps	Insufficient Pressure	Yes

This vessel was still detained on 30th September 2021

Vessel Name: TECOIL POLARIS

GT: 1814

IMO No: 8883290

Flag: Russian Federation (Grey list)

Company: Tecoil Shipping Ltd

Classification society: RMRS

Recognised organisation: RMRS

Recognised organisation for ISM DOC: RMRS

Recognised organisation for ISM SMC: RMRS

Date and place of detention: 6th June 2018 at Immingham

Summary: Twenty-seven deficiencies with six grounds for detentions

Defective item	Nature of defect	Ground for Detention
10104 – Gyro compass	Inoperative	Yes
10127 – Voyage or passage plan	Not as required	Yes
15150 – ISM	Not as required	Yes
11104 – Rescue boats	Not properly maintained	Yes
11101 – Lifeboats	Not ready for use	Yes
01117 – International Oil Pollution Prevention (IOPP)	Invalid	Yes

This vessel was still detained on 30th September 2021

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 30th September 2021

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.

- 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](#).