

SRS

E-BULLETIN

June 2024



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Enhancing Maritime Safety Through Port State Control Efforts

Port State Control (PSC) is the inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international and national regulations and that the ship is manned and operated in compliance with applicable rules and standards, thus ensuring maritime safety and security, protection of the marine environment, as well as decent living conditions of the ship's crew.

PSC inspections are normally intended to complement flag State implementation, as a 'second line of defence' against substandard shipping.

MPA, as a member of the Tokyo Memorandum of Understanding (TMOU) in the Asia-Pacific region, regularly conducts PSC inspections with the aim to eradicate sub-standard shipping operating within the Asia-Pacific region.



FEATURE STORY

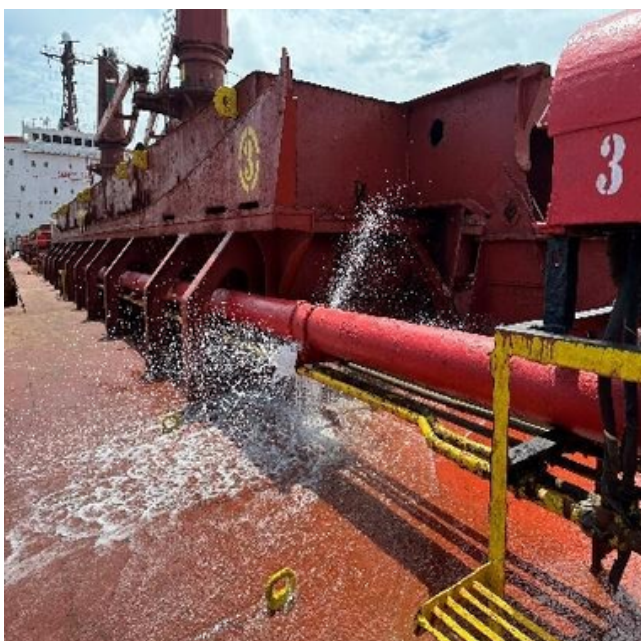
Recent PSC activities from post covid period (2022) had seen an increase in deficiencies issued, and detentions of foreign flagged vessels inspected in the port of Singapore. Some of the most common deficiencies and detention are related to firefighting, lifesaving, and non-compliant pilot ladder transfer arrangement. These developments have begun to raise awareness and concerns from ships calling to Singapore Port and the Asia-Pacific region.



Damaged Pilot Ladder



Broken Lifeboat Drain Plug



Leaking Fire Main

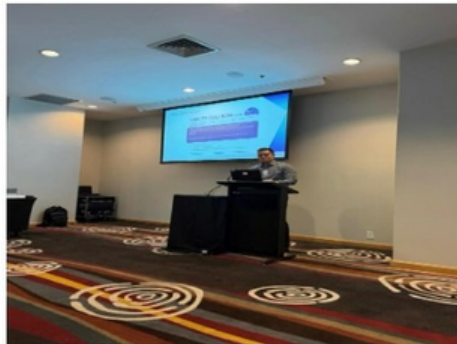
To address the situation, MPA's PSC Department has embarked on a proactive engagement initiative with various stakeholders within the shipping industry. This engagement aims to inform, educate, consult, and collaborate with key stakeholders, including flag administrations, recognized organizations, ship owners and ship's crew.

FEATURE STORY

Annual Local Foreign Flag Administration Roundtable Discussion



PSC Presentation in RO technical Seminar



PSC Case Study Presentation in TMOU PSCO 31 Seminar



PSC Presentation in Seafarers Seminar



MPA's PSC Department has been actively participating in seminars, utilizing various platforms to share insights into PSC activities, highlight areas of concern, and raise awareness about the importance of compliance such as the use of non-compliant pilot transfer arrangement which can lead to loss of life and serious injury for users in our port waters and beyond.

Singapore PSC is also engaging with other likely-minded Authorities to embark on bilateral PSCO exchange programmes to exchange ideas, knowledge, skill, good practices and harmonisation of PSC inspections.



MPA-ROK joint inspection



MPA-AMSA joint inspection

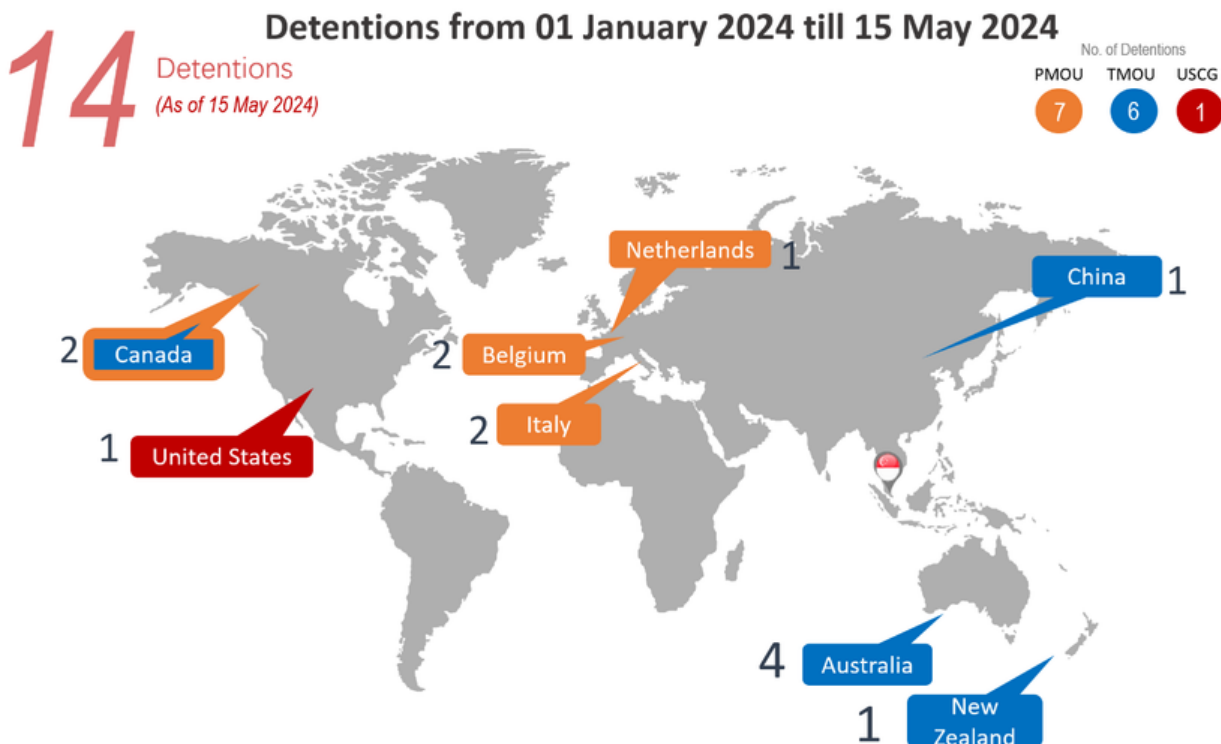
Through these collective efforts, PSC Department strive to cultivate a deeper understanding and stronger commitment and collaboration within all stakeholders in promoting safety of ship and crew, as well as protection of the marine environment.

Singapore Registry of Ships (SRS) - Port State Control (PSC) Performance from 01 January to 15 May 2024

The Maritime Port and Authority of Singapore (MPA) is committed to maintain its status as a quality flag. We would like to take this opportunity to thank our ship owners, managers, and crew for the unwavering support for doing their part in upholding Singapore flag.

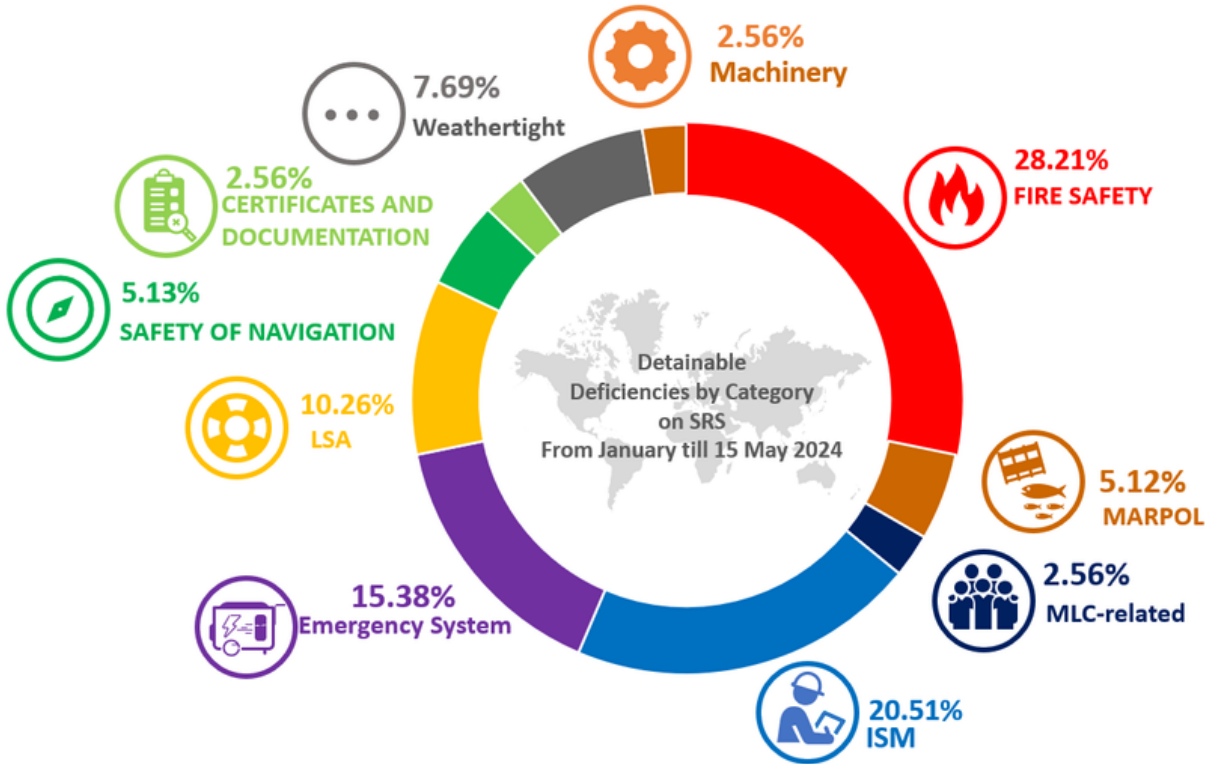
From the start of 2024 till 15 May 2024, a total of 801 SRS were inspected by PSC under the Tokyo MoU (TMoU) while 223 SRS were inspected by PSC under the Paris MoU (PMoU). Comparing to the same period in 2023, we see an increase in PSC activities by 7.5% in TMoU and decrease in PSC activities by 10.4% in PMoU respectively.

Thus far, 14 SRS were detained by Port State Control (PSC). Notably, 6 detentions under TMoU of which 4 of those detentions were concentrated in Australia. Under the PMoU, 7 SRS were detained. There was also 1 detention by USCG.



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Most of the detentions were due to common PSC deficiencies which could have been avoided with proper and timely planned maintenance. A breakdown below highlights the deficiency categories:



Call to Action

SRS owners and managers are urged to monitor their ships performance and maintenance to ensure that they are following international rules and regulations. Any defects or non-conformities shall be promptly attended and rectified in accordance with the ISM Code. **For defects which cannot be promptly rectified, the ship master shall duly report and apply dispensation through the Classification Society and MPA (shipping@mpa.gov.sg). The Master shall also report the deficiency to the competent authority when the vessel is calling at a port.**

SRS shipowners, managers and operators full cooperation in this matter is essential for us to collectively ensure the continued excellence of Singapore flagged ships. By working together harmoniously, we can uphold the highest standards of quality and our commitment to excellence in the maritime industry. Your collaboration is crucial in achieving our shared goal of maintaining a strong reputation and upholding the values that the Singaporean flag represents.

Dialogue Session with Singapore Registered Ship (SRS) Operators Calling Australia's Ports

On 07 February 2024, a dialogue session was convened with 61 representatives from 33 companies whose SRS call into Australian ports, along with attendees from eight (8) Recognized Organizations (ROs). The session provided insights into the SRS Port State Control (PSC) performance in Australia, highlighting common detainable deficiencies found on SRS vessels. Additionally, the dialogue session shared with the companies about MPA requirements for SRS prior to arrival at Australian ports, as well as the procedures that MPA would apply in the event of SRS detention and the conditions for the ship to be released from the port of detention.

The dialogue session served as a valuable platform for knowledge sharing, enhancing compliance, and fostering a safety culture and promote quality SRS. As the session drew to a close, the Mr. Cheah Aun Aun, Director (Shipping) MPA expressed appreciation to the participants for their active involvement and dedication to upholding the standards of excellence and safety in ship operations.



Dialogue Session with Singapore Registered Ship (SRS) Lube Oil tanker operators

On 08 February 2024, a dialogue session was organized with eight (8) SRS lube oil tanker operators and seven (7) Recognized Organizations (ROs). The dialogue session was attended by twenty-seven (27) industry participants. The session focused on addressing common flag State control inspection deficiencies, statutory regulations for the safe carriage of deck cargoes, and the conditions in the Harbour Craft License related to the safe carriage of cargo and operations within the Port of Singapore. MPA expressed gratitude to the participants for their active engagement and dedication to upholding the operations in port of Singapore.



Dialogue Session with Singapore Registered Ship (SRS) bunker tanker operators - Flag State Control Post Concentrated Inspection Campaign (CIC) - 2024

MPA Flag State Control (FSC) department conducted a Concentrated Inspection Campaign (CIC) on bunker tankers from 01 February to 30 April 2024. Following the inspections, a dialogue session was convened on 9th May 2024 with SRS bunker tanker operators and eight Recognized Organizations (ROs). The session, which saw the participation of 85 representatives including owners, managers, and ROs. The dialogue session served as a crucial opportunity for collaboration, knowledge sharing, and collective efforts towards enhancing the standards and practices within the industry.

MPA highlighted the statistics and common inspection findings from the CIC 2024. Additionally, the session recognized the best-performing companies and provided a platform for participants to share insights on the improvements made within their respective bunker tanker fleets. MPA expressed gratitude to the participants for their active participation.



2024 Safe, Green, and Smart Shipping Development Conference at Qingdao

On April 1, 2024, Maritime and Port Authority of Singapore (MPA) co-hosted the "2024 Safe, Green, and Smart Shipping Development Conference" with the China (Shandong) Pilot Free Trade Zone Qingdao Area and the Shandong Maritime Safety Authority (MSA). The conference aimed to facilitate the exchange of maritime policies between Singapore and China, discuss industry trends in Qingdao Free Trade Shipping, and address key topics like green shipping, finance, arbitration, and law. It sought to establish an elite international platform for dialogue to enhance the management and allocation of shipping resources, driving progress in safe, sustainable, and innovative shipping practices. The Conference was attended by more than 150 key personnel from Singapore-registered ship ISM managers, shipowners, ship designer, and Classification Societies, etc.

MPA presented on flag State control activities, initiatives, and MPA's initiatives towards maritime decarbonization. Underscored the commitment to promoting safety, sustainability, and innovation in the maritime industry. By sharing insights and best practices in these areas, the conference not only facilitated knowledge exchange but also paved the way for collaborative efforts to address pressing challenges and drive positive change in the shipping sector. The active participation and engagement of key stakeholders further emphasized the importance of such platforms in fostering international cooperation and advancing towards a safer, greener, and smarter maritime future.



Dialogue Session with Singapore Registered Ship (SRS) non-convention ships operators

MPA Shipping division together with The Ministry of Transport's Transport Safety Investigation Bureau (TSIB) jointly organised a dialogue session on 26 Feb 2024 with SRS operators of tugboats, launches and supply vessels. The session saw over 70 participants including owners, managers as well as MPA and TSIB officers. The session featured presentations highlighting best practices on safe transfer between ships, information for operators to proactively rectify common flag State control inspection deficiencies, case studies on collision prevention and prevention of workplace injuries arising from fire or lack of adherence to safe procedures while securing barge ramps. TSIB also shared on the latest shipping circular on the requirement for operators to notify incidents to TSIB for the purpose of objective, independent investigations to identify root causes and prevent similar instances from occurring. The dialogue session was a collaborative session where industry and government agencies actively shared their perspectives and knowledge, leading to an enriching time for all in attendance.



Dialogue Session with Singapore Registered Ship (SRS) operators with ships calling to ports of member States of the Paris MOU

In response to the escalating Port State Control (PSC) activities within the member States of the Paris MoU (PMOU), the Maritime and Port Authority of Singapore (MPA) orchestrated a pivotal dialogue session with SRS operators and Recognised Organisations (ROs). This session brought together stakeholders to address emerging challenges and reinforce safety standards within the maritime community.

The event featured presentations from American Bureau of Shipping (ABS), Bureau Veritas (BV), and the MPA. Sharing crucial regulatory updates and highlighted the necessity for proactive measures to ensure compliance and safety amidst evolving standards.

Throughout the session, attendees collectively explored solutions and sharing best practices to enhance the safety performance of SRS. This dynamic interaction enables participants to gain deeper insights into regulatory nuances and practical implementation strategies.

As the industry continues to evolve, MPA remains steadfast in its commitment to fostering dialogue, collaboration, and continuous improvement. The dialogue session provided attendees with actionable insights to navigate regulatory challenges effectively and uphold the highest standards of maritime safety and excellence.



Maritime Technologies Forum (MTF) Seminar in Singapore Maritime Week 2024

The Maritime Technologies Forum (MTF) is a forum of Flag States and Classification Societies, established to provide technical and regulatory expertise to benefit the maritime industry. Notably, the Maritime and Port Authority of Singapore (MPA) joined the Maritime Technologies Forum in December 2023 as an associate member and played a significant role in contributing to the work of MTF, underscoring the collaborative efforts of industry stakeholders in shaping the future of maritime technologies and practices.

At the MTF seminar held during the Singapore Maritime Week 2024, MTF presented key findings from two upcoming reports that will cover the development and implementation of safety management systems for alternative fuels as well as safety considerations for establishing green corridors.

The first report, "Safety considerations for establishing green shipping corridors," delves into the critical aspect of sustainability within the maritime domain. Focusing on the establishment of green shipping corridors, the report outlines key safety concerns and considerations for the operation of ships sailing with alternative fuels to ensure the seamless integration of eco-friendly practices into maritime logistics networks. By addressing potential safety hazards, proposing risk mitigation strategies and providing suitable recommendations in the form of a checklist, the report seeks to facilitate information sharing on green corridor safety considerations for ship owners and port authorities planning to establish and operate green corridors.



SRS PERFORMANCE

The second report, "Guidelines to develop and implement a safety management system for alternative fuels on board ships," explores the gaps and uncertainties within the implementation of the international Safety Management (ISM) code in relation to the application of alternative fuels onboard ships. It offers comprehensive guidance for the development and implementation of Safety Management Systems (SMS) tailored to the specific challenges and considerations associated with the usage of alternative fuels. By providing assessments and recommendations mirroring each section of the ISM Code's Part A, companies can easily use the guidelines to develop new SMS and/or strength their existing SMS for usage of alternative fuels onboard their fleet.

Panellists comprising of distinguished industry leaders, representatives from the (MPA) and Classification Society delivered keynote addresses, offering visionary perspectives on the future trajectory of the maritime sector amidst rapid technological advancements and pathway to decarbonisation.

The seminar provided ample networking opportunities for participants to engage with industry peers, forge new partnerships, and exchange ideas, fostering a collaborative maritime ecosystem poised for innovation and growth.

MTF's published reports can be found via this link: www.maritimetechnologiesforum.com. MPA encourages our ship owners, managers and operators to go through the reports to gain the insights of the safety considerations related to the adoption and use of alternative fuels on board ships.



CNY Lohei MtSS (Feb 2024)

To feel like a home away from home, MPA hold the Chinese New Year (CNY) lohei celebration at the Missions to Seafarers (MtSS) drop in centre in Jurong port on 23 Feb 2024 evening. The CNY celebration is part of Seafarers Policy, Development and Welfare department's (SPDW) festivity celebration for seafarers from all walks of life with the aim to create an inclusive environment and let them feel like home. For this celebration, SPDW provided CNY snacks, Yu Sheng and drinks to seafarers who are available for the celebration, as well as for ships that call Jurong Port.



NEWS AND ANNOUNCEMENT

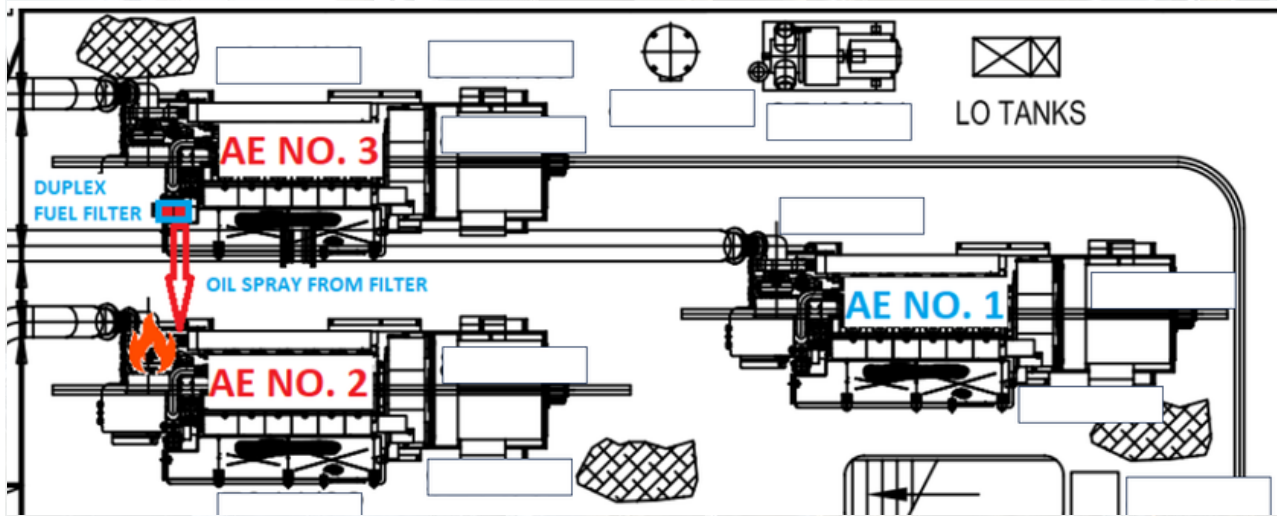


Fire in engine room

Case study: Pressurised oil spray causing fire at auxiliary engine (AE)

What happened?

While preparing for AE3's routine filter cleaning, Low Sulphur Marine Gas Oil (LSMGO) that was under pressure in the residual line, sprayed from the duplex fuel filter cover onto the exhaust gas branch pipe of AE2, which was running at the material time. The spraying of the LSMGO onto hot surfaces of AE2 resulted in an instantaneous fire. There was no reported injury. See Screenshot 1.



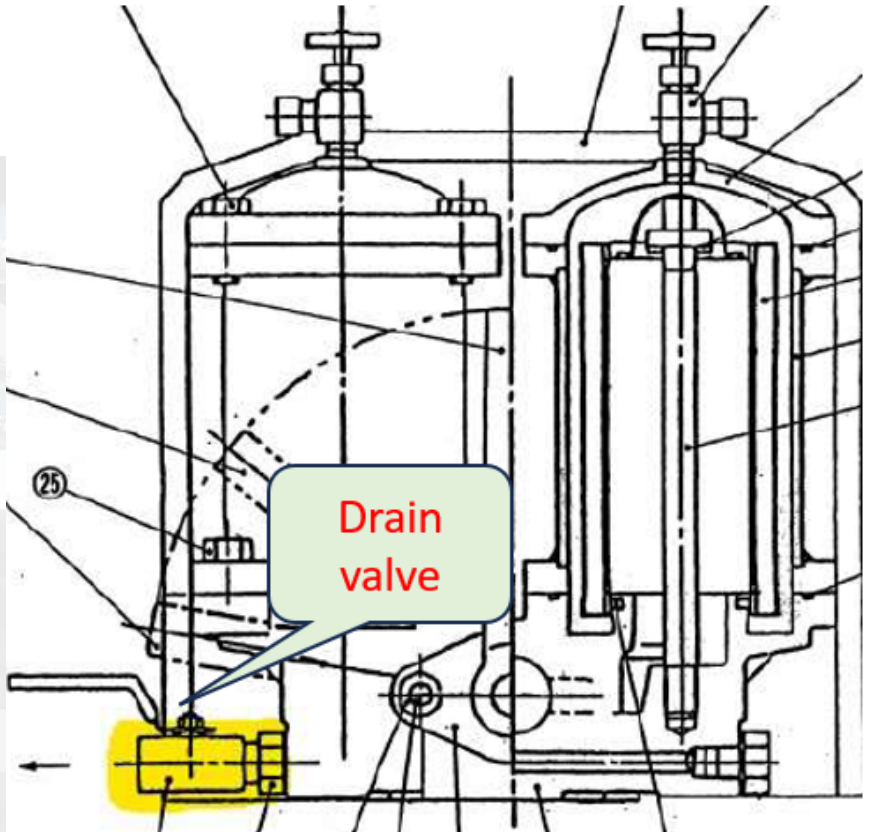
Screenshot 1

Why did it happen?

When the engineer wanted to vent the residual pressure in the line from the vent valve, he noted the latter was frozen. He therefore resorted to release the said pressure by loosening the duplex fuel filter cover bolts. When the cover was loosened, oil sprayed out onto AE2's exhaust branch pipe.

The company had identified the following three root causes:

- **Inadequate valve isolation.** While the main fuel in/out valves were isolated by the engineer, he had omitted to isolate the duplex fuel filter valve.
- **Incorrect venting procedure.** The correct venting procedure is through the vent valve, which froze at the material time. However, an alternate method was available, i.e., open the dedicated drain valve, which can be operated separately and to partially drain the oil and relieved any residual pressure. Thereafter, the cover was to be carefully crack-open to check if pressure still exists, before opening it fully. See Screenshot 2.



Screengrab 2

- **Inadequate protection on high temperature surfaces at AE2.** AE2 turbocharger high temperature surfaces were not adequately insulated. This permitted the sprayed oil to come in contact and caught fire.

Case study: Pressurised oil spray causing injury.

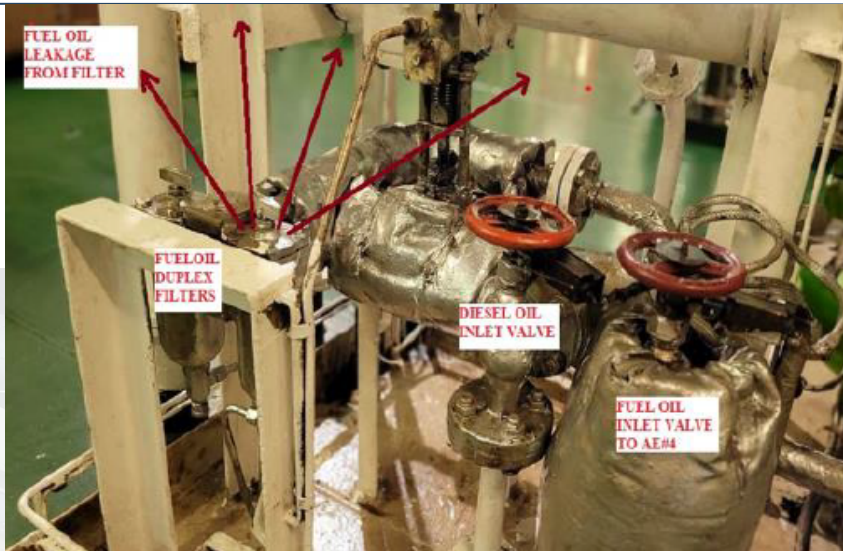
Why happened?

While making rounds, senior engineer (SE) found fine fuel oil (FO) spraying around AE No. 4 (AE4) FO filter. SE told junior engineer (JE) to investigate the said spray. JE isolated AE4 by shutting the starting air and FO inlet/outlet valves. JE then opened the FO filter cover and found its O ring damaged. JE cleaned the filter and boxed up the cover with new O ring. After completing the job, JE opened the above FO inlet/outlet valves. After confirming no more leak from the said filter, JE went to start AE4 from the engine control room (ECR). He went and check on AE4 and found no leak. He started to square up around AE4's area. Suddenly, the said filter started to splash out FO. JE asked another junior engineer (AJE) who was in the vicinity to start another AE from the ECR. Meanwhile, JE attempted to shut FO inlet valve that was near the FO filter. JE's attempt had resulted in FO burns on his right hand and tainting of his boiler suit.

Why did it happen?

One of the bolts from the FO filter cover was found to have its threads damaged. This caused the filter cover not being boxed back with adequate tightness, hence the hot and pressurised FO spraying out from the cover. See Screengrab 3.

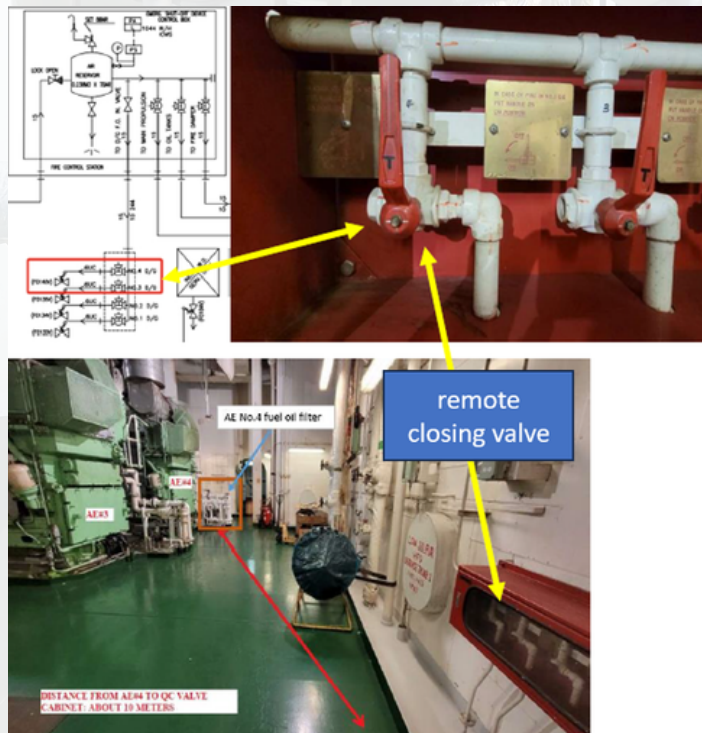
CASE STUDIES



Screengrab 3

Additionally, the company had identified the following three root causes:

- **Failure to ensure** all bolts for the filter cover were in good conditions.
- **Incorrect method** to stop the FO spray. Essentially, the correct method to stop the FO spray would be to use remote closing valve, instead of the above FO inlet valve. See Screengrab 4 below.
- JE was **not situationally aware** of the spraying hot and pressurised oil which could cause burn injury.



Screengrab 4

Conclusion

The above two incidents happened from the same source, but caused different damage, i.e., fire and personal injury. Ship owners and managers are urged to consider the above root causes, and to discuss them in the appropriate platform. Additionally, it would be beneficial to learn from these incidents to strengthen the company's safety management system (SMS).

[Note: The ship had air driven quick remote closing valves to stop fuel oil supply to AE4 separately in an Emergency situation]

Vessel's bottom hull breach

Case study: Stranding incident in way of striking of underwater wreck

What happened?

Vessel was proceeding to an anchorage at coordinates (“position”) provided by her agent. The position was different and in fact deviated from the planned passage. It was plotted on the vessel’s radar and a course was set towards it, i.e., a new passage plan. After about two hours sailing on the latter, the vessel reportedly shuddered and experienced a pitching motion, reduction in speed and her heading backed to port side. It was later found out that the vessel had stranded and struck an underwater wreck.

165(T)/21 INDONESIA - Sumatera - Wreck.

Source: Indonesian Notice 52/652/20

1. A sunken vessel has been reported in position 1° 09'·50N., 103° 56'·79E.
2. Mariners are advised to navigate with caution in the area. (WGS84 DATUM)

Charts affected — 3831 — 3833 — 3937 — 4041
Screengrab 5

Conclusion

There is a failure in the vessel’s Bridge Resource and Bridge Team Management (“BRM”). In fact, the BTM had not complied with the company’s SMS that incorporated the BRM and the elements (highlighted in bold) within the above root causes. Following that, MPA had taken action accordingly against the BTM.

Why did it happen?

The vessel’s bridge team members (“BTM”) consisting of the master, chief officer and second officer were not aware of the wreck’s existence. In fact, when the passage plan was changed, the BTM did not review and adjust the existing one vis-à-vis the new information received. The BTM only cursorily checked on the ECDIS to confirm that the available water depth was sufficient for the remaining part of the passage to the new position. Although a temporary notice was enforced and included on the ECDIS display regarding the said wreck, the BTM did not review or acknowledge it. The investigation finding revealed that the vessel had struck the wreck as indicated on the said temporary notice.

The company had identified the following three root causes that had led to the above incident:

- There was no objective evidence that a **management of change process** was followed by the BTM upon receiving the new anchor coordinates and the subsequent planning for adjusting and deviating from the original voyage plan.
- The new co-ordinates were plotted on the vessel radar and there was no objective evidence that a **detailed verification** was made of the ECDIS chart and the newly intended track towards the anchoring position to confirm that the track was free of any obstructions or notices.
- The BTM did not heed to the **Temporary notice** displayed on the Electronic Navigation Chart and was therefore not made aware of the significance of the notice and the danger to navigation that was reported within the contents of the notice. See Screengrab 5

Port Rules in the matter of crew change and shore leave for medical consultation

Case study: Death on board due to delay in seeking shore medical consultation

What happened?

A vessel's master (VM), who was unwell, was planned by the company to sign-off at discharge port ("disport"). Disport agent advised that the signing-off requirements included applying for an exit visa that needed 5 - 7 working and processing day; and it was impossible for foreign crew, which VM was, to sign-off at the disport if vessel's port stay was less than a week. Disport agent further advised that it was only possible for VM to consult shore doctor when the vessel berthed alongside at designated terminal.

The company had arranged a new master (NM) to relieve VM at the disport. However, such relief was only possible when the vessel berthed alongside at designated terminal, i.e., crew change was not allowed at anchorage. The vessel had anchored for 8 days before berthing at a different terminal. At the different terminal, VM went ashore for medical consultation. His medical report stated that he had gastritis and there was no medicine prescribed to him by his doctor.

Due to festive celebration and 3-day port stay at the disport, the exit visa was not possible to be processed before the vessel's departure day, i.e., less than 5 - 7 working days after berthing. As VM could not sign off at the disport, he had to follow the vessel under NM's command to the next port: loading port.

While on board, VM's health condition was continuously monitored by NM and his officers. Radio Medicare Service (RMS) had also established continuous communication with NM to monitor VM's health condition. NM had also administered medications on VM based on the RMS's advice. Three (3) days after departing the disport, VM's condition worsened. Six (6) days after departing the disport, VM passed away on board when NM was on the verge of deviating the vessel from the planned route to the nearest port to land VM ashore for medical treatment.

Challenges Faced by VM

From what had been gathered, there was several delays in sending VM ashore for medical treatment. Additionally, due to local port rules and period to process an exit visa for off-signer, VM was not able to sign off at disport. It was also unknown why VM was not prescribed with medication for gastritis at the shore medical facility at disport.

Conclusion

This incident is inconclusive of the cause of VM's demise but could be an important one, namely for ship owners and managers to consider having a fallback plan / process, if not already established; in case their master and crew faced with a similar situation in the future.

On a different note, we welcome ship owners and/or managers to feedback or suggest to us (shipping@mpa.gov.sg, mmo@mpa.gov.sg and ivd@mpa.gov.sg) regarding remedial actions/measures to prevent recurrence of this unfortunate incident.

CONTACT US

MARITIME AND PORT AUTHORITY OF SINGAPORE

SINGAPORE REGISTRY OF SHIPS,
SHIPPING DIVISION

460 Alexandra Road, #21-00, mTower, Singapore 119963



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Singapore Ship Registry Department (SSR):
(Select option 1, followed by option 1)

Seafarers Policy, Development & Welfare Department (SPDW):
(Select option 1, followed by option 2)

**Flag/Port State Control, Ship Regulatory, Design and Standards
Department (FSC/PSC/SRDS):**
(Select option 1, followed by option 3)

**Seafarers Skills Upgrading, Certification and Accreditation Department
(SSCA):**
(Select option 1, followed by option 4)



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