

SRS

E - BULLETIN

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2nd Annual Round Table Discussion with Foreign Flag States

Singapore, September 25, 2023 – Port State Control Department from The Shipping Division of the Maritime and Port Authority of Singapore (MPA) convened the 2nd Annual Round Table Discussion with Foreign Flag States, a significant event held to foster collaboration and cooperation among local foreign flag state administrations.

Showcasing our 2nd initiative, we aim to establish an effective port State control regime in the Asia-Pacific region by eliminating sub-standard shipping, promoting maritime safety, protecting the marine environment, and safeguarding working and living conditions on board ships.



FEATURE STORY



We would like to commend the participants for their commitment and enthusiasm. In line with our common approach, these discussions will continue to play a pivotal role in enhancing maritime safety, protecting the marine environment, and ensuring the well-being and safety for all out at sea.

MPA would like to express our sincere gratitude to all attendees and eagerly look forward to anticipating the 3rd roundtable discussion to further strengthen cooperation and safety measures within. Once again, a big thank you to all who attended and made this event a successful one!



Singapore Registry of Ships (SRS) - Port State Control (PSC) Performance from 01 January to 30 November 2023

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 doing their part in upholding the quality flag.

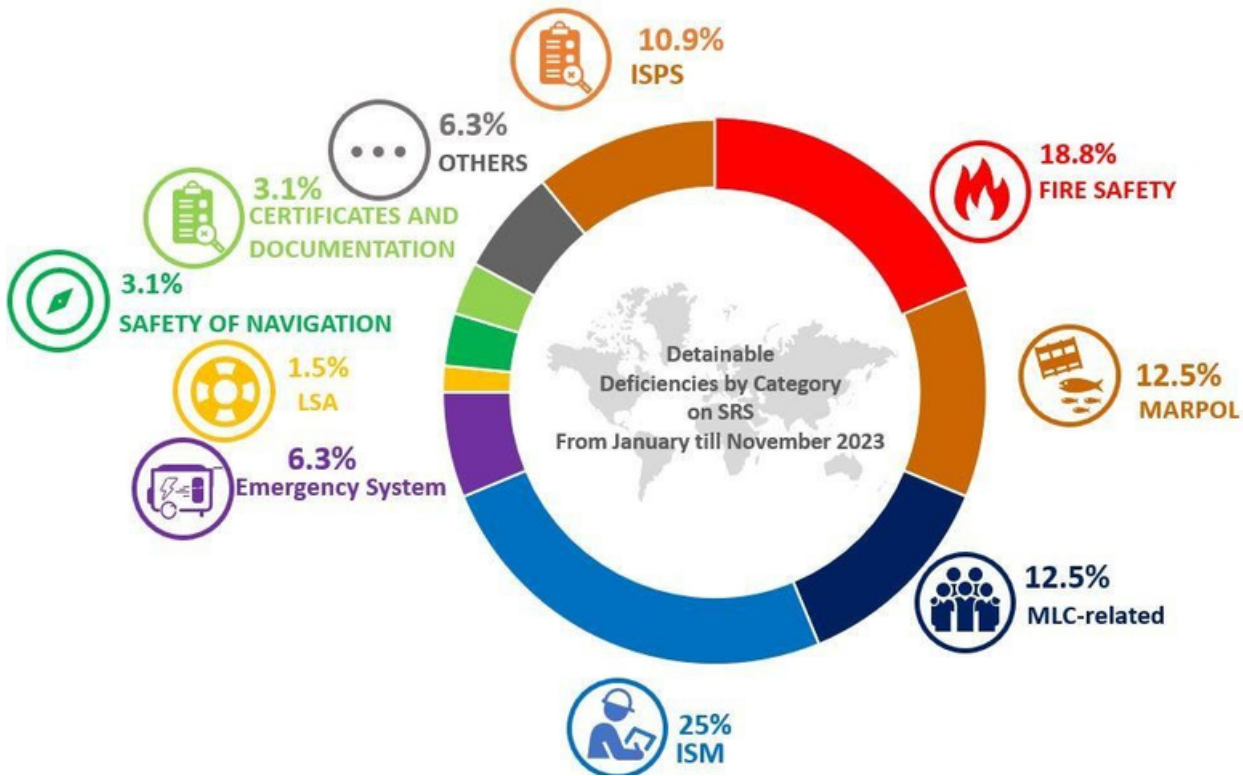
From January till 30 November 2023, a total of 1988 SRS was inspected by PSC under the Tokyo MoU (TMOU) while 528 SRS were inspected by PSC under the Paris MoU (PMoU). Comparing to the same period in 2022, there is an increase in PSC activities by 33.9% in TMOU and while PSC activities in PMoU has decreased by 0.9%.

Thus far, 26 SRS were detained under Port State Control (PSC). Notably, 16 detentions were under TMOU of which 13 of those detentions were concentrated in Australia. Under the PMoU, 4 SRS were detained. There was 1 detention by USCG.



SRS PERFORMANCE

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:



Others includes categories such as alarms, cargo operations, water/weathertight conditions, propulsion and auxiliary machinery and radio communications.

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.**

We seek your full cooperation on this matter and together we can work towards maintaining quality ships and flying Singapore flag high.

Singapore Registry of Ships (SRS) – Industry seminar conducted with Ship managers/owners in 4 th Quarter 2023.

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

A dialogue session was arranged with SRS bunker tanker operators and eight ROs on 18 October 2023. A total of 27 SRS bunker operators attended this dialogue session. MPA Flag State Control (FSC) department carried out a CIC on bunker tankers from 01 July to 30 September 2023. The dialogue session highlighted the common deficiencies and reiterated the participants on the importance of maintaining a safe and quality bunker tankers. The dialogue session concluded by MPA thanking the participants for their active participations and their continuous commitments of maintaining quality and safe bunker tankers.



Dialogue Session with SRS Operators operating ships of less than 500GT (Non-ISM SRS Operators)

On 18 October 2023, a dialogue session was held with SRS operators operating ships of less than 500GT. A total of 36 SRS operators attended this dialogue session. Prior to this dialogue session, MPA Flag State Control (FSC) department carried out a series of inspection on SRS less than 500 GT as part of FSC routine inspection to ensure safety and seafarers welfare on board SRS. The purpose of the dialogue session was to share the deficiencies observed and raise the awareness for these ships to comply with applicable Singapore Merchant Shipping Act / Regulations including Maritime Labour Convention (MLC). The dialogue session concluded by MPA thanking the participants for their active participations and to continue maintaining quality and safe ships.



Regional & Port Limit Ferry Operators Dialogue Session 2023

This yearly ferry operators dialogue session was held on 01 December 2023 and was attended by 11 ferry operators including ferry Senior Officers (Master/Chief Engineer/Chief Officer/Second Engineer) serving on board SRS ferries and MPA's Recognised Organisations. The operator, Sindo Ferry Singapore, and Capt Agus, Master of Queen Star 2 was invited to share lesson learnt on the recent engine room fire incident which took place while the ferry was enroute to Batam Centre Ferry Terminal from Harbourfront Ferry Terminal. Bureau Veritas also shared on the construction standards and certification requirements for full electric ferry. MPA Flag State Control also shared the ferry inspections statistics and the common deficiencies observed on board. MPA thank the ferry operators and crew for maintaining and operating the SRS ferries safely.



Bilateral PSCO exchange program between flag state administrations

Maritime and Port Authority of Singapore (MPA) and Ministry of Oceans and Fisheries of Republic of Korea (MOF) & Australian Maritime Safety Authority (AMSA).

Ensuring maritime safety and compliance remains a top priority for Singapore, and with the resumption of port State control (PSC) activities since 2022, we have taken significant steps in this direction. We are delighted to share that the Maritime and Port Authority (MPA) recently hosted a bilateral exchange program between Singapore, the Republic of Korea, and Australia from May to July 2023, fostering stronger relationships with our foreign counterparts.



During this exchange, PSC officers from both sides engaged in fruitful discussions, exchanging views and expertise on PSC inspections. The focus was on sharing best practices and promoting the harmonization of PSC procedures in the Asia Pacific Region. The discussions encompassed a wide range of topics, including safety standards, inspection techniques, and the identification of common challenges faced by our respective countries. The insights gained from these discussions will contribute to improving the effectiveness and efficiency of our PSC activities.



In addition to the professional engagements, Mr. Jung Byeong Uk, the PSC officer from the Republic of Korea, and Mr. Irwin de Graaf, the Senior Port Marine Surveyor from Australia, had the privilege of immersing themselves in Singapore's vibrant maritime culture. They witnessed first-hand the initiatives undertaken by MPA to maintain the quality of the Singapore-registered Ship

We extend our warmest wishes for both officers' pleasant stay here and express our commitment to further strengthen bilateral ties and collaboration in the maritime industry. This successful exchange program not only underscores Singapore's dedication to fostering and maintaining strong relationships with our foreign counterparts but also highlights our collective efforts in ensuring safety and environmental protection in the maritime industry. Together, we strive towards excellence in the maritime industry.



Non-compliance with Merchant Shipping (Non-Convention Ships) Safety Regulations

Case study: Serious burnt injury of two tug boat crew members

The tug boat had a double burner cooking stove in the galley. The stove was connected to a gas cylinder that generate open flame when the stove burner was ignited. At the material time, two crew members were in the galley. One of them ignited the right burner and flame diffused the stove area and set him on fire. The flash fire also spread across the galley and burned the other crew member. Both suffered serious burnt injuries.

Regulations

1. Singapore-Registered Ships (SRS) non-convention ship are bound by the Merchant Shipping (Non-Convention Ships) Safety Regulations (“Regulations”). In relation to open flame gas appliances, Chapter II-2, r. 4(3) of the Regulations stipulate: Open flame gas appliances, except cooking stoves ..., shall not be permitted. Spaces containing **any such stoves ... shall have adequate ventilation to remove fumes and possible gas leakage to a safe place. All pipes conveying gas from container to stove ... shall be of steel or other approved material. Automatic safety gas shut-off devices shall be fitted to operate on loss of pressure in the gas main pipe or flame failure on any appliance.**

2. Based on r. 4(3) above:

a. The tug boat’s double-burner stove with gas cylinder is an open flame gas appliances which is permitted on board.

b. However, the permission to have cooking stoves on board must fulfil the following conditions:

i. The spaces where the stoves are located shall have adequate ventilation to remove fumes and possible gas leakage to a safe place;

ii. All pipes conveying gas from container to stove shall be of steel or other approved material; and

iii. Automatic safety gas shut-off devices shall be fitted to operate on loss of pressure in the gas main pipe or flame failure on any appliance.

Why did it happen?

Although the tug boat in this case is allowed to have cooking stoves, her cooking stoves arrangement did not comply with the entire r. 4(3) above.

Photographs below show the double burner cooking stove and gas cylinder that do not comply with the above Regulations.



Note: Further checks revealed that the tug boat's galley had an electric hotplate arrangement, that was malfunction. Instead of repairing the said arrangement, an acrylic panel was placed above the hotplates to form a base for the double burner stove.

Conclusion

Non-convention SRS owners and managers are to ensure compliance with the above legislative requirements in relation to having cooking stove on board. Failure to comply is a statutory offence which the offender will be penalised accordingly. This case serves as a reminder to non-convention SRS owners and managers to ensure compliance with the above Regulations.

Non-compliance with Prevention of Pollution of the Sea Act 1990 and Prevention of Pollution of the Sea (Oil) Regulations 2006

There are instances when vessels' engineers and deck officers, namely senior officers had violated the Act and Regulations. Incidents (i) and (ii) below happened in the respective vessel's engine room, and incident (iii) happened on the vessel's deck.

Case study:

i) Bilge Holding Tank liquid transferred to Soot Collection Tank

There was water leaking from the vessel's ballast water treatment system (BWTS). The water accumulated at the engine room aft bilge well. This water was transferred to the bilge holding tank (BHT) and the liquid in the BHT was further transferred to the soot collection tank (SCT). The above transfers were done by crew using wilden pump with temporary hoses. The senior engineer officer (SEO) deemed that the liquid that was transferred into the SCT ("final content") had no oil content. The SEO then discharged the final content, treating it as the usual soot collection content, i.e., not having to pass through the oily water separator (OWS), overboard.

Case study:

ii) Modification of oily water separator (OWS) oil sampling line with fresh water hose

The SEO noted high oil content PPM in the OWS. The SEO gave 4th Engineer (4E) the OWS overboard valve key and ordered the 4E to start the OWS. The SEO then asked the 4E to open manhole of the bilge water holding tank (BWHT) to see the content inside. After opening the manhole, 4E resumed his daily job elsewhere in the engine room. The SEO stated that the BWHT's content was rust and mud. The SEO then modified the OWS oil sampling line with a fresh water running hose (see photograph below) that was connected to the oil content monitor oil sampling line. After that, the SEO discharge the BWHT's content overboard through OWS.



Case study:

iii) Transferring of liquid from residual oil tank to port manifold drip tray and falsifying the oil record book part II

The vessel's residual oil tank (ROT) was discharged to shore facility. After departure port, it was noted that valves of some piping connections to the ROT was left opened resulting in liquid ingress and filled up the ROT. The senior deck officers (SDO) transferred the liquid to port manifold drip tray ("transferred liquid").

Thereafter, treating the transferred liquid as 'rain water', the SDO instructed his crew to rig a hose from the port drip tray drain pipe to drain the transferred liquid to the sea. The SDO then amended the oil record book part II ("ORB") with false information therein.

Why did it happen?

In all above three incidents, the senior officers concerned stated that through their visual observation, the liquid that was discharge overboard albeit through inappropriate means, had no traces of oil.

Conclusion

Ship owners and managers must take note that their vessel's senior officers are role models to the junior officers and crew on board. Ignorant junior officers and crew will learn incorrect shipboard practices from their seniors in the aforesaid incidents.

Actions of the above senior officers are not acceptable and contravene the Prevention of Pollution of the Sea Act 1990 ("Act") and Prevention of Pollution of the Sea (Oil) Regulations 2006 ("Regulations"). For the offence of contravening section 7 of the Act, the offender shall be liable to a fine of not less than \$1,000 and not more than \$1 million or to imprisonment for a term not exceeding 2 years or to both. For the offence of contravening regulation 9 of the Regulations, the offender shall be liable to a fine not exceeding \$20,000 or to imprisonment for a term not exceeding 2 years or to both.

Lastly, it is laudable that most ship owners and managers had voluntarily reporting the above wrongful act. MPA had thoroughly investigated all the cases and appropriate actions had been taken against the wrongdoers.

Non-compliance with the Master's standing orders

Ship master's standing orders is part of the safety management system (SMS). In this case, one of the senior officers' (SO) non-compliance with the master's standing orders had resulted in a fatality and a serious head injury incident.

Case study: heavy weather impact

The vessel was at sea riding to heavy weather. The master's standing orders, which was read and signed by all deck officers, explicitly disallowing deck work when vessel encounters heavy weather.

The SO, through his own assessment, deemed that the heavy weather had improved. He gave two crew members some work in the vessel's aft mooring station ("aft station work") without going through risk assessment and issuing of a permit to work, as required by the SMS. The tools required for the aft station work were kept in the fore peak store. Both crews proceeded to fore peak store to retrieve the required tools. When they reached the store, they noted water ingress from the store's mushroom ventilators. Out of his own initiative, the senior crew (SC) decided to arrest the leak of the ventilator ("repair"), which was on the forecastle deck. The SC and the other crew ("JC") went to the forecastle to carry out the repair. The vessel was pounding in heavy weather.

The SC stated that while attending to the said ventilator, he heard a loud banging sound from the vessel's bow followed by the JC's shout. And the next moment he knew was that he was at a disorientated state found near the accommodation by his other fellow crew members. However, JC was nowhere near SC and a search was carried out. Subsequently, JC was found motionless on the forecastle deck and was later pronounced dead.



Why did it happen?

The SO had not heeded to the master's orders by giving out work on deck, although the master's orders additionally stated, 'if for any reason crew has to go on deck, bridge & Master to be informed so that course can be altered accordingly for the safety of the crew'.

The SO, who had read and sign the master's orders, did not inform bridge and the master when he gave out the job to SC and JC for the aft station work.

Despite having an SMS that is in place for work and heavy weather procedure, i.e., requirement to carry out the risk assessment and issuing of a permit to work; none of the procedure was carried out by the SO.

Conclusion

Vessel's senior officers (SO) will issue standing orders/instructions to their respective junior staff when they sign on a vessel. It is of paramount importance for the junior staff to read, understand and comply with these orders/instructions. The SO shall discharge their responsibilities and ensure their junior staff abide to the standing orders/instructions. Safety of the crew is their top priority.

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(Select option 1, followed by option 2)

**Flag/Port State Control, Ship Regulatory, Design and Standards
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