

Celebrating 60 years of the
Singapore Registry of Ships

ESTABLISHED IN 1966

SRS

E - BULLETIN

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Message from the Director

2025 was a year of steady progress and purposeful collaboration for MPA's Shipping Division. Amid a dynamic and evolving global maritime landscape, our collective efforts strengthened Singapore's position as a trusted, forward-looking maritime administration and a flag State of choice.

The Singapore Registry of Ships (SRS) continued to perform strongly in 2025. The registry maintained its excellent safety record, achieving sustained high standings across major international Port State Control (PSC) regimes, including the Paris and Tokyo MoUs, as well as the USCG QUALSHIP 21 programme. SRS grew to over 130 million GT, reflecting continued confidence of shipowners in the Singapore Flag and its robust regulatory framework.

Maritime decarbonisation remained a core priority for the Shipping Division. We worked closely with industry partners to support the delivery of green vessels capable of operating on alternative fuels such as methanol and ammonia. Our surveyors worked with stakeholders and participated actively in technical workshops, construction milestones, and vessel trials, providing timely regulatory clarity from the flag State perspective.

Singapore played an active role in shaping future-ready training standards by chairing the IMO Working Group on alternative fuels training. In partnership with local institutions, we rolled out training programmes for maritime professionals on the safe handling of new fuels.

We remained firmly committed to our seafaring workforce. Working with our tripartite partners, we launched the enhanced Tripartite Maritime Training Award to strengthen talent development and career progression. We deepened engagement with the seafaring community through welfare initiatives and outreach activities, including the Day of the Seafarer, Seafarers' Appreciation Night, and dialogue sessions.

On the international front, we strengthened partnerships across the maritime ecosystem through industry dialogues, joint inspections, and active participation in IMO bodies, reinforcing collaboration and shared responsibility for maritime safety and standards.

This year, we will commemorate the 60th anniversary of the SRS, and host the 37th PSC Committee meeting and 20th Tokyo MOU Technical Working Group meeting. We will also continue enhancing digital service delivery through the progressive rollout of the Integrated Shipping System. On behalf of my team, I extend our sincere appreciation to all partners and stakeholders for your continued support and trust.



Cheah Aun Aun
Director (Shipping) / Director (Marine)

Performance Highlights of Maritime Singapore - 2025

[Our 2025 Maritime Wrapped](#) provides an overview of the key developments, industry milestones, and achievements of Maritime Singapore in 2025. The publication also reflects the collective efforts of all partners and stakeholders in strengthening resilience, innovation, and sustainability across Singapore's maritime industry.

Your continued collaboration and support remain vital in advancing Maritime Singapore's growth and global standing, including as a flag of choice. Thank you for your partnership and commitment to excellence.



Sailing Into the Future Together

We're proud to share the milestones we've achieved together in advancing Singapore's maritime excellence.

 <h3>Global Recognition</h3> <p>Singapore retained its position as the world's leading international shipping centre and container port, and was re-elected to the IMO Council for a 17th consecutive term.</p>	 <h3>Greener Shipping</h3> <p>We accelerated our decarbonisation journey with new standards for electric harbour craft and methanol, awarded ammonia bunkering projects, and established Green and Digital Shipping Corridors with key partners.</p>
 <h3>Digital Transformation</h3> <p>The Maritime Digital Twin and MariOT Training Facility were launched, alongside a new integrated shipping system that reduced processing times significantly.</p>	 <h3>Investing in Talent</h3> <p>We've enhanced training programmes, including the revamped TMTA scheme and gave over 90 SailMAP awards, to build tomorrow's maritime workforce.</p>

Looking Ahead to 2026

Exciting milestones await - MPA's 30th Anniversary, SMW's 20th Anniversary celebrations, and SRS's 60th Anniversary.

Thank you for your partnership in making 2025 a remarkable year. Together, we will continue to chart the course towards a sustainable and innovative maritime future.



Our 2025 Maritime Wrapped

Singapore-flagged ships Port State Control (PSC) Performance from 1 January to 31 May 2026

MPA is committed to maintaining the SRS as a quality flag.

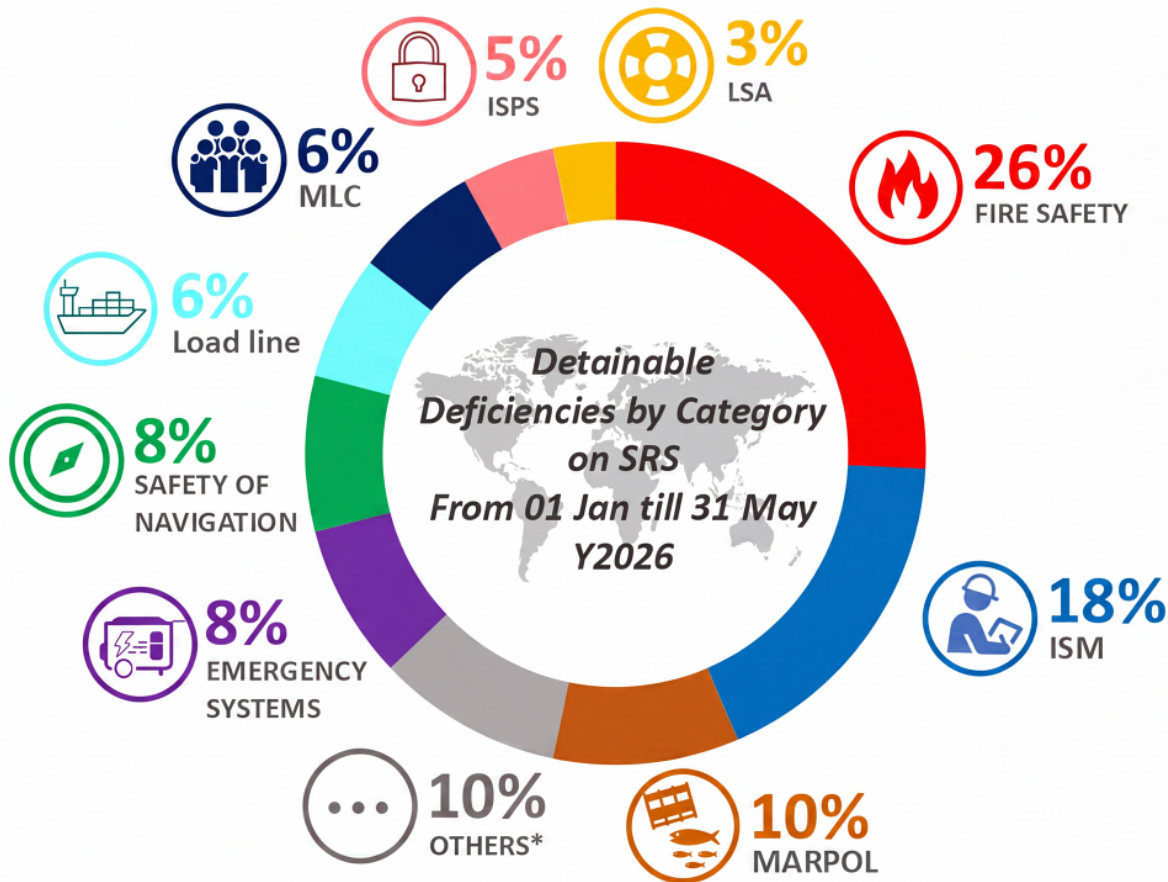
Between 1 January and 31 May 2026, a total of 1,236 and 323 PSC inspections were conducted on board Singapore-flagged ships by the members of Tokyo MOU and Paris MOUs respectively.

As compared to the number of inspections conducted during the same period in 2025, there was a decrease in number of inspections (1,300 ships in 2025) under the Tokyo MOU and increase in the number of inspections (231 ships in 2025) under Paris MOU.

Singapore-flagged ships have generally performed well in various major PSC MOUs. Nevertheless, there have been recent detentions of Singapore-flagged ships by members of the Tokyo MOU and Paris MOU as well as US Coast Guard, due to common PSC detainable deficiencies. MPA has issued several PSC advisories to support ship owners, ISM managers and masters of Singapore-flagged ships in taking actions to improving their PSC performance, which may be viewed from here: [SRS Advisories | Maritime and Port Authority of Singapore](#).

Broadly, such detentions were common deficiencies that could be avoided with proper planned maintenance. A breakdown of the deficiencies according to categories is shown below.

UPDATES FROM THE REGISTRY OF SHIPS



Ship owners, ISM managers, and crew are reminded to implement the Safety Management System and perform shipboard maintenance in compliance with the planned maintenance schedule. Any defects or non-conformities observed onboard should be promptly rectified, in accordance with the company's Safety Management System (SMS).

For defects that cannot be rectified promptly, ship masters should report these to MPA (shipping@mpa.gov.sg) and the ship's classification society. Masters should also report any deficiencies to the relevant competent authority when the ship is calling at a port and ensure that any conditions imposed by MPA are adhered to.

MPA appreciates the cooperation by all ship owners, ISM managers, and crew for your contributions and support in ensuring compliance with international rules and regulations, which keep the Singapore flag flying high.

Singapore Registry of Ships (SRS) Forum 2025

The SRS Forum 2025, themed “Navigating Change with Collaboration and Partnership” was held on 17 November 2025, bringing together the maritime community for a day of meaningful dialogue and engagement.

The forum attracted a strong turnout of more than 550 participants, comprising shipowners, operators, industry leaders, and key partners. It provided a valuable platform for SRS stakeholders to exchange perspectives, explore emerging opportunities, and discuss the evolving challenges facing the maritime sector.

Central to these discussions was a shared commitment to collaboration as a key driver in strengthening the resilience and competitiveness of the SRS amidst an increasing operating environment. The active participation of those present contributed to a dynamic and forward-looking dialogue.

Our sincere appreciation to all speakers and attendees for their valuable contributions and strong support, which made the forum both insightful and impactful.

A special note of thanks is also extended to the sponsors of the Networking Night — China Classification Society, Eastaway, Evergreen Marine, Pacific International Lines, RINA, and Winning International. Your generous support provided for a memorable conclusion to the event, which helped foster new and strengthen existing partnerships within Singapore’s maritime cluster.

As the industry continues to evolve, the SRS remains committed to working closely with all partners to navigate change and steer towards a sustainable and successful future.



STAKEHOLDER ENGAGEMENT AND PARTNERSHIPS

(Ship Owners, Operators & Industry Partners)



Annual Passenger Ferry Dialogue Session 2026

The annual Passenger Ferry Dialogue session was held on 30 January 2026, and was attended by all ferry operators (of both port limit and regional passenger ferries) as well as crew representative. In addition, representatives from three of MPA's Recognised Organisations – Lloyd's Register, Bureau Veritas and RINA – with active involvement in ensuring compliance and safety operations of passenger ferries, were also present.

During the session, ferry operator, Horizon Fast Ferry Pte Ltd, shared perspectives on lessons learnt arising from a recent collision incident involving a passenger ferry, Horizon 9, with a cargo ship, when travelling from Singapore to Batam, Indonesia. Officers from MPA's Port Marine Environment & Safety department conducted a sharing on speeding cases involving passenger ferries while in specific locations within Singapore Waters.

The Flag State Control department of MPA also provided insights and statistics on ferry inspections, including of common deficiencies observed on board.

We thank all ferry operators and crew for your continued contributions and cooperation in maintaining the safety of all SRS passenger ferries.



Dialogue session with SRS operators calling ports in Paris MOU

As part of our annual engagement, MPA organised a dialogue on 30 January 2026, with classification societies and operators of SRS calling at ports of Paris MOU member states.

The session provided attendees with information and trends surrounding recent Port State Control detentions, particularly under the Paris MOU regime. Attendees discussed the common deficiencies and practical measures for prevention of occurrences/re-occurrences. In addition, the dialogue also explored good practices and initiatives to further improve the performance of SRS vessels during Port State Control inspections.

The annual dialogue continues to serve as a key platform for MPA to engage the SRS community in exchanging views, enhancing compliance, and fostering a culture of safety and quality in maritime operations.

MPA extends our appreciation to all participants for the fruitful engagement, and continued commitment to ensuring safe and responsible shipping.



Dialogue session on Australian Port State Control

On 5 March 2026, MPA organised a dialogue with SRS owners, operators, and classification societies on Australian Port State Control activities. Participants gained valuable insights into detainable deficiencies, their root causes, and case studies, alongside practical risk mitigation strategies to improve Port State Control performance of SRS vessels.



MPA extends our appreciation to all participants for their active engagement and operational insights on Port State Control activities. Special thanks to Captain Peng ChuXing (Pacific International Lines, Deputy General Manager), Captain Debashis Sen (Swire Shipping, Head of Marine & Quality Assurance, DPA), Vipin Vijayan (American Bureau of Shipping, Surveyor In Charge, Principal – Singapore) for their insightful presentations on Port State Control activities in Australian ports, including observations on inspections, detentions as well as recommendations for achieving positive outcomes.



Engagement with Recognised Organisations (ROs)

MPA-RO Technical Committee Meeting 01/2026

MPA convened an MPA-RO Technical Committee Meeting on 19 March 2026, which was attended by representatives from Singapore's eight ROs. The meeting served as a platform for MPA and the ROs to engage in technical discussions pertaining to the regulatory aspects and safety of Singapore-flagged ships.

The Technical Committee Meeting forms part of MPA's ongoing oversight framework for its authorised ROs, reflecting Singapore's commitment as a flag State to uphold the highest standards of maritime safety and regulatory compliance. As a leading international ship registry, Singapore places significant emphasis on close collaboration with our ROs, who play a critical role in conducting statutory surveys, certifications, and inspections on behalf of the flag State.

During the meeting, participants deliberated on key technical matters relating to the safe operation and regulatory compliance of Singapore-flagged ships. Discussions encompassed the latest developments in international maritime regulations, implementation challenges, and areas requiring alignment between MPA's flag State requirements and the ROs' technical practices. The meeting also provided an opportunity for the ROs to raise operational feedback and for MPA to issue guidance on regulatory expectations.

The constructive exchange at the meeting underscores MPA's proactive approach to flag State administration and its dedication to maintaining Singapore's strong standing in international maritime safety.



Young Mariners Networking Session - 12 November 2025

What does life at sea truly look like? For 80 students and cadets from the Singapore Maritime Academy (SMA) and the Institute of Technical Education (ITE), the Young Mariners' Networking 2025 offered a rare opportunity to find out firsthand.

Through candid conversations and personalised guidance from industry speakers, participants walked away with fresh perspectives and renewed motivation to chart their own maritime path.



The event culminated in a vibrant networking dinner, where marine officers and shipping company representatives mingled with participants, sharing practical insights and personal stories from their time at sea. The energy in the room was further lifted by a maritime trivia quiz, while a neon message photo wall gave students a creative space to express their hopes for the industry's future. Many also took home personalised luggage tags — a small but meaningful token of the journey that may lie ahead.



STAKEHOLDER ENGAGEMENT AND PARTNERSHIPS

(Tertiary Maritime Students and Seafarers)



For these young mariners, the evening was more than just an introduction to seafaring. It was the spark that began their imagination of where they might one day find their place in the vast maritime world.



Celebrating Our Seafaring Community

MPA had the privilege of honouring our seafaring community at the Seafarers' Appreciation Dinner at Club@52, the Seacare Hotel, on 1 December 2025. Graced by MPA's Chief Executive Mr Ang Wee Keong, the dinner celebrated the invaluable contributions of our maritime workforce.



Organised in partnership with Singapore Maritime Officers Union, Singapore Organisation of Seamen, Ocean Network Express, Jurong Port, PSA Singapore, and NYK Shipmanagement, the evening brought together nearly 90 seafarers and 60 industry representatives for networking, games, and lucky draws.

MPA remains committed to supporting seafarer welfare, strengthening career pathways, and ensuring our maritime professionals receive the recognition they deserve.



Bringing Festive Cheer to Our Visiting Seafarers

MPA, in collaboration with the Singapore Maritime Officers Union and the Mission to Seafarers Singapore have been welcoming seafarers of various nationalities to festive gatherings at the Seafarers' Lounge at Jurong Port. The first half of this year's celebrations included Lunar New Year on 26 February 2026, Hari Raya on 14 April 2026, and a Labour Day celebration on 19 May 2026.



At each event, seafarers calling at Jurong Port were treated to a warm and festive atmosphere, complete with seasonal food and goodie bags.



STAKEHOLDER ENGAGEMENT AND PARTNERSHIPS

(Tertiary Maritime Students and Seafarers)

These events are a reminder that behind every ship passing through our waters is a crew that has given up time with their loved ones to keep global trade moving. Through initiatives like these, MPA hopes to ensure that seafarers feel seen, valued, and at home whenever they are in Singapore during the festive season.



Seafarers - Know Your Rights: Onboard Complaints Procedure

Did you know that as a seafarer, you have the right to raise complaints through a structured three-level process?

- **First Level – Onboard Resolution:** Raise your concern directly with your Master (Captain) or a designated officer onboard using the ship's internal complaint procedure.
- **Second Level – Shore-based Company Procedures:** Escalate your complaint to your managing company or employer on shore. You may also seek support from welfare organisations or seafarer unions during this process.
- **Third Level – External Authorities:** Escalate to your Flag State authorities (the country where the ship is registered) or Port State control authorities where your ship is presently situated.

For grievances relating to potential MLC contraventions, contact us at mmo@mpa.gov.sg.

Advancing Maritime Safety and Innovation: Visit to SIT's Future Ship and System Design Lab



As part of the Singapore Registry of Ship's continuous effort to navigate the evolving landscape of maritime technologies, representatives from MPA's Shipping Division visited the Singapore Institute of Technology's Future Ship and System Design (FSSD) Lab in June 2026.

The engagement served as a valuable platform to exchange regulatory and academic insights on next-generation vessel designs and the critical safety frameworks required to support them.

Navigating the Rise of Electric Vessels and Fire Safety

With the maritime industry's push towards electrification and alternative power systems, the safe deployment of electric vessels was a central focus of discussions. The meeting discussed the unique risk profiles associated with large-scale marine battery installations, along with relevant fire prevention and fighting solutions.

STAKEHOLDER ENGAGEMENT AND PARTNERSHIPS

(Tertiary Institutions)

Because traditional firefighting methods may not be fully effective against battery-related fires, early-detection technologies and novel suppression systems play a vital role in emergency response for maintaining operational safety at sea.

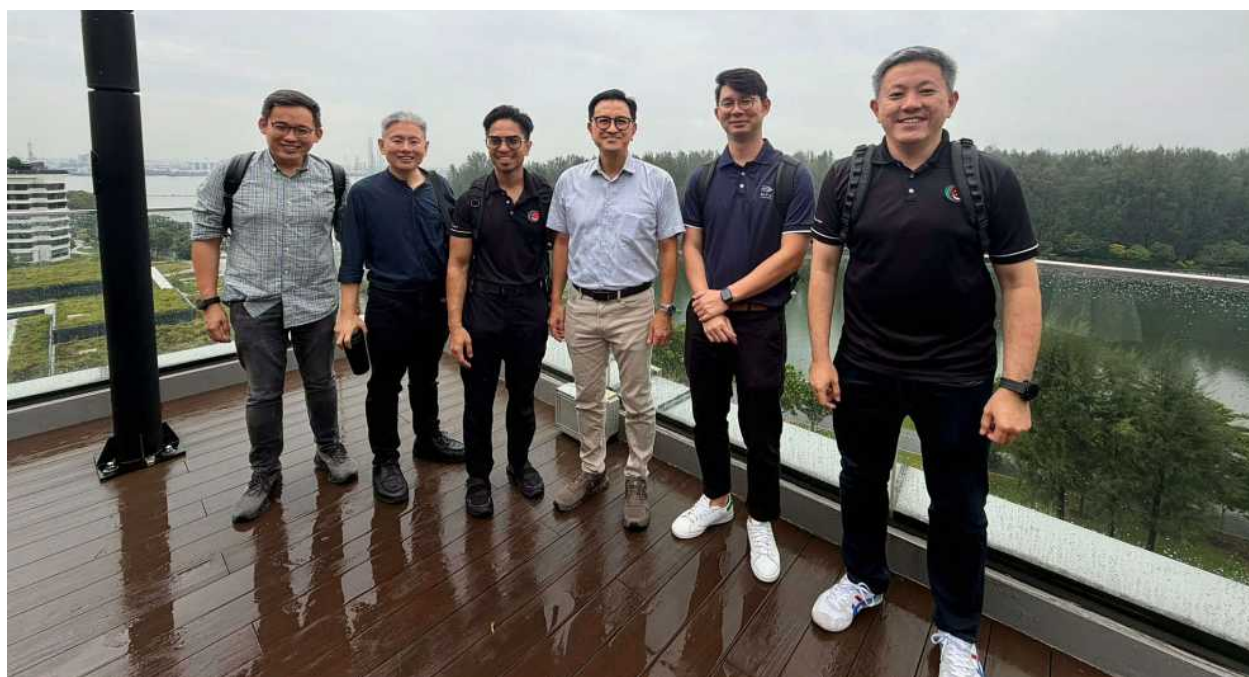
Exploring Future Materials for Vessel Construction

The visit also saw discussion on the integration of advanced, non-traditional materials in shipbuilding. As the industry actively sought to optimise fuel efficiency and overall vessel performance, lightweight and high-strength alternative materials are generating significant interest. The MPA and SIT teams discussed the structural and regulatory implications of transitioning toward these future materials.

Looking Ahead

The visit to the SIT FSSD Lab underscored the importance of close collaboration between regulators, academic institutions, and industry stakeholders.

By proactively addressing the technical and safety challenges of tomorrow's technologies, we ensure that the Singapore Flag continues to lead in quality, innovation, and environmental stewardship.



Key Technical Highlight IMO's MEPC 84

MPA participated at the 84th session of the International Maritime Organisation's (IMO) Marine Environment Protection Committee from 27 April to 1 May 2026. Discussions supported efforts in advancing towards a global emissions consensus, and the Committee took several decisions on critical technical measures:

- **Fifth IMO GHG Study:** Approved the Terms of Reference and to initiate the procurement process for this major global emissions study.
- **New Measurements Guidelines for Methane and Nitrous Oxide:** Adopted the 2026 Guidelines for test-bed and onboard measurements of methane and/or nitrous oxide emissions from marine diesel engines; Guidelines for engine load monitoring (ELM) and calculation of emission values (ELM Guidelines); Guidelines for continuous emission monitoring systems used to quantify methane and/or nitrous oxide emissions from marine diesel engines.
- **Alternative Fuel Standards:** Approved draft amendments to the NOx Technical Code 2008 specifically covering engine operating on non-carbon-containing or mixtures of carbon-containing and non-carbon-containing fuels.
- **Invasive Species Control:** Agreed to develop a standalone legally binding instrument to manage ships' biofouling.

Beyond these technical milestones, MEPC 84 also adopted a new Emission Control Area for the North-East Atlantic and updated the 2026 strategy and the action plan to achieve zero plastic waste discharges to sea from ships by 2030.



Key Technical Outcomes from IMO's MSC 111

MPA also participated at the IMO's 111th session of the Maritime Safety Committee from 13 to 22 May 2026.

The meeting took critical decisions in finalising and advancing several safety ship safety frameworks, as follows:

- **MASS Code Adopted:** The Committee finalised and adopted the non-mandatory International Code for Maritime Autonomous Surface Ships (MASS Code), which will officially take effect on 1 July 2026, serving as a baseline global regulatory framework for autonomous vessel operations.
- **Alternative Fuel Safety & Training:** The Committee approved the following guidelines:
 - (a) Interim guidelines for use of ammonia cargo as fuel and the Interim guidelines for the safety of ships using hydrogen as fuel;
 - (b) Interim training guidelines for seafarers on ships using alternative fuels, for both methyl/ethyl alcohols and ammonia.
- **Review of the Financial Architecture of the LRIT System:** The Committee approved the amendments to SOLAS regulation V/19-1 and the related Performance standards and functional requirements for the LRIT of ships (Resolution MSC.263(84)/Rev.1), with the amendments to be considered for adoption by MSC 112 in December 2026. The amendments will allow coastal States to receive standard ship position reports free of charge with the aim of improving safety and environmental protection at sea.



Injuries

Case study: Left leg broken by mooring line

What happened?

A stevedore broke his left leg when a mooring line suddenly snapped while he was walking near the ship's gangway. The accident occurred due to excessive movement of the ship at the berth during bad weather, causing the mooring line to break under high tension. See Fig. 1 and Fig. 2 for illustration:

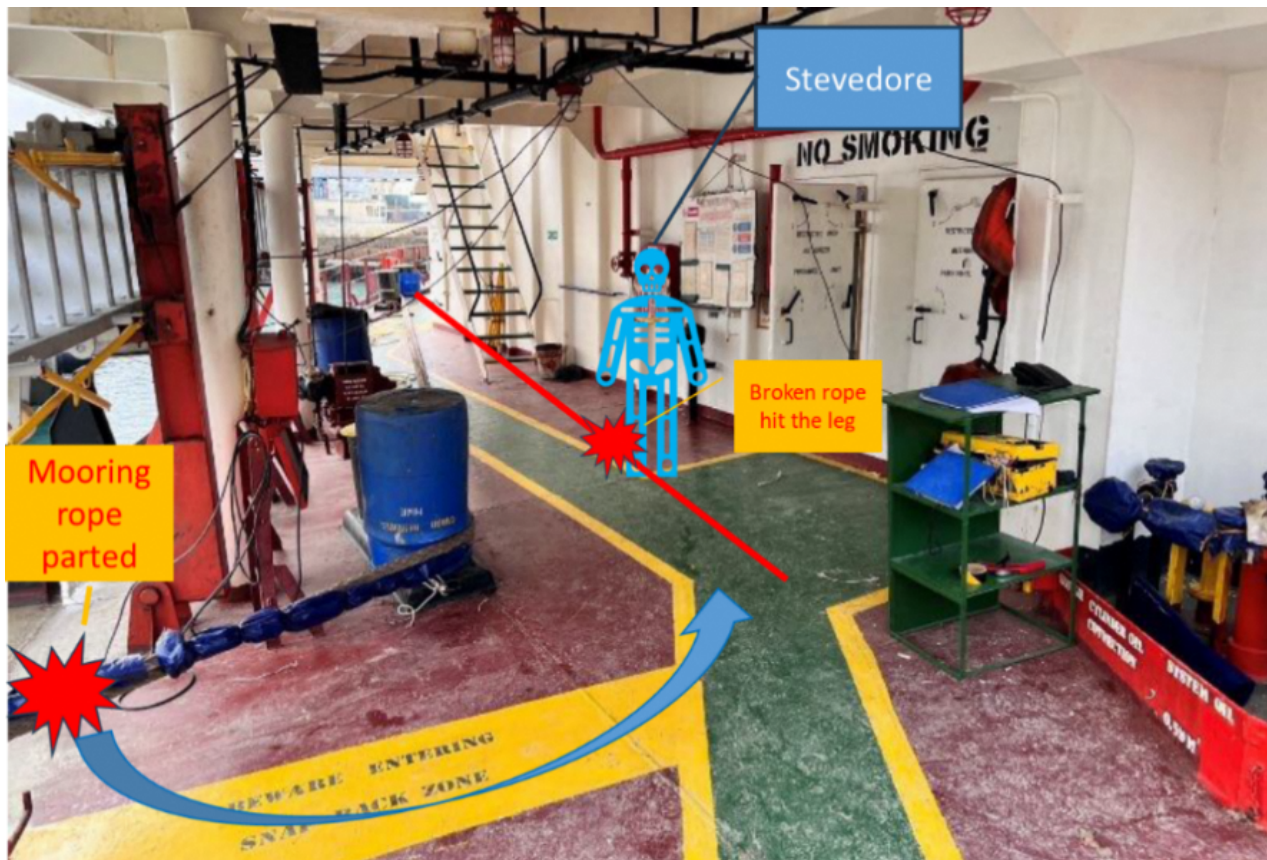


Fig. 1: Illustration of accident where snapped mooring rope caused injury to stevedore

Why did it happen?

- Bad weather caused the ship to move excessively at berth
- Mooring lines were under very high tension due to ship movement
- The tensioned mooring line was positioned across the walkway area where people needed to walk
- When the line snapped, it created a dangerous "snap-back" motion that injured the stevedore or any persons situated within the 'snap-back' zone
- No proper risk assessment was done before allowing people to walk in this dangerous area

CASE STUDIES & LESSONS LEARNT

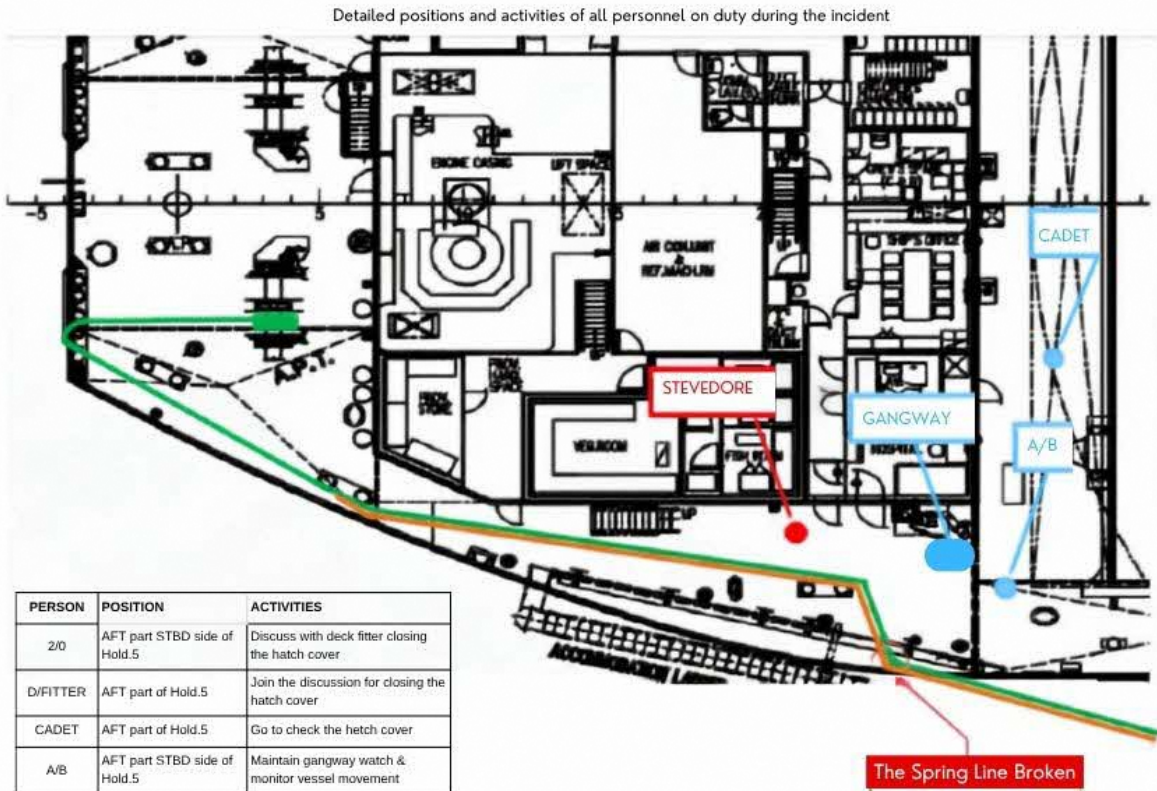


Fig. 2: Location of incident on board ship

Conclusion

When mooring lines are under tension and intersect walkways, the entire walkway becomes dangerous. **Warning signs alone** are not enough to provide protection.

If the associated risk is not properly addressed or mitigated, everyone—including ship and shore workers—would be at risk of injury or loss of life.

Ship and shore terminal personnel should manage walkway safety namely where mooring lines are laid (i.e., mooring lines may not necessarily be laid within mooring station deck, like in this case).

As a serious reminder: a snapping mooring line can seriously injure or kill. When in doubt, stay away and ask for guidance. Personnel involved should refer and learn from mooring guidelines in relation to mooring lines safety (e.g. see IMO's guidance on [Safe Mooring](#)).

Collisions

Case study 1: Failure in Bridge Resource Management

What happened?

At about 2215H, while making an outbound transit in Musi River (i.e., a narrow channel), Palembang, Indonesia, the ship, BC collided with an inbound ship, GC within the vicinity of Pulau Kramat. At the time of the incident, BC and GC were respectively under pilotage and were passing each other starboard-to-starboard, each keeping their port side near the riverbank.

At 2213H, BC approached the bend in the river. BC's pilot positioned her close to the outer limit of the west (port)-side riverbank. At this time, GC was proceeding slightly east of the river centreline (see Fig. 3).

To avoid entering the shallow water along the outer limit of the port side riverbank, BC's pilot consecutively ordered "hard-to-starboard," "midship," and lastly another "starboard" helms.

The pilot's helm orders caused BC to swing rapidly to starboard. Although an immediate "hard to port" helm order was executed to counter the swing, BC's starboard bow collided with GC's starboard quarter at about 2214H (see Fig. 4).

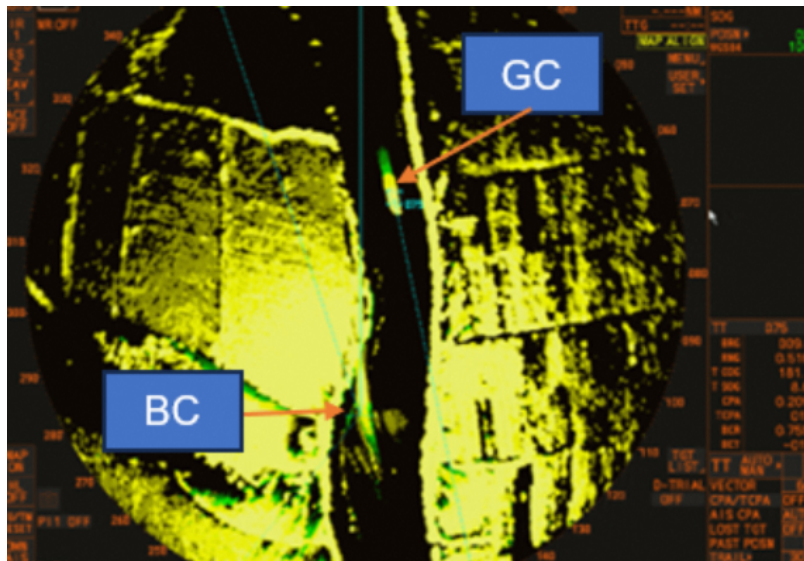


Fig. 3: Illustration of when GC was proceeding slightly east of the river centreline

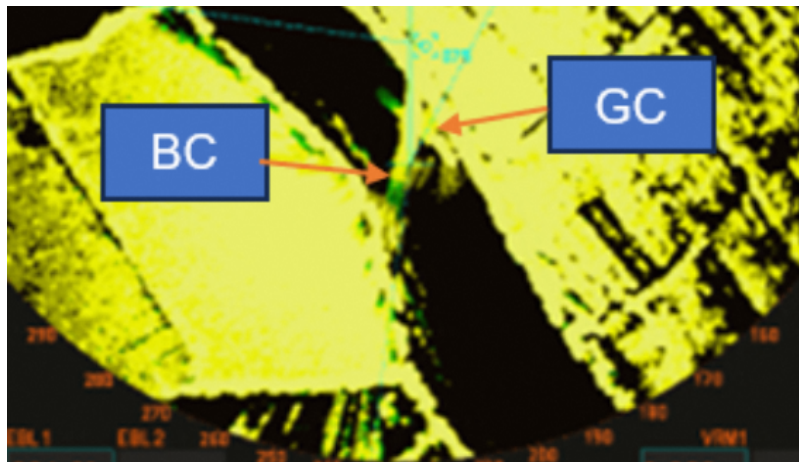


Fig. 4: Illustration of when BC's starboard bow collided with GC's starboard quarter

The collision resulted in BC sustaining damage to her starboard anchor and starboard bow structure, while the extent of damage to GC remains unknown.

Why did it happen?

Although the Master-Pilot information exchange was carried out, the exchange did not include the movement of inbound GC, let alone planning the rendezvous point between BC and GC. A brief discussion occurred on BC's bridge only after GC was detected on BC's radar at a distance of approximately 1.5 N.M. The rendezvous point was at one of the narrowest sections of the river, consisting of a bend that requires precise manoeuvring to pass around the island.

BC was navigating close to the outer limit of the river on her port side, in shallow water, and at full speed. This combination created ideal conditions for the **bank effect** to occur. The pilot's helm order of "hard to starboard" amplified the bank effect, causing BC to swing rapidly to starboard and collide with GC.

The **bridge team** exhibited overreliance on the pilot and failed to maintain vigilance in monitoring the passage and manoeuvres, in essence:

- The traffic situation during the river passage was not discussed.
- BC's pilot's decision for BC to hug to the outer limit of the channel which lies on her port side and to pass starboard-to-starboard with GC was not clarified.
- BC was positioned very close to the outer limit in shallow water, and this was not questioned or challenged.
- BC's pilot's helm order of "hard-to-starboard" in a narrow channel at full speed was also not challenged.

Conclusion

Placing a vessel that proceeds along the course of a narrow channel to the outer limit of the channel which lies on her port side contravenes COLREGs Rule 9.

During pilotage passage, bridge team members(excluding the pilot) shall waste no time to clarify the above contravention, if found.

Additionally, while proceeding along a narrow channel, navigating officers shall appreciate the existence and effect of bank effects. Hence, continuous extra vigilance like lookout and safe speed shall ensue.

CASE STUDIES & LESSONS LEARNT

Case study 2: Failure in Emergency Procedure

What happened?

A high-speed ferry (“HSF”), with passengers on board was on a short passage from Indonesia to Harbour Front, Singapore. Her bridge team consists of Master (the Conning officer), Chief Officer (additionally navigating officer and lookout) and Chief Engineer (take charge of main engine). Her second engineer was stationed in the engine room for patrols and rounds. HSF has three main engines that are separately controllable on the bridge navigation console (see **Fig. 5** below).

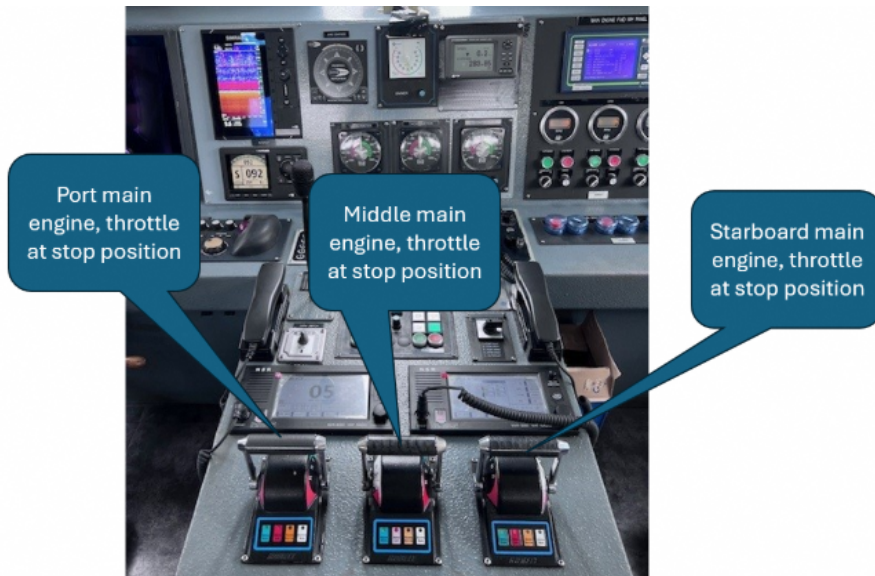


Fig. 5: Bridge navigation console illustrating the independent control of the HSF's three main engines.

At or about 1700-hour local time (LT), HSF entered the Southern Fairway zone and joined its westbound lane, proceeding at a speed of about 22 knots. At this time, a power-driven vessel (PWD) was also inside the zone and was on HSF's port bow (see **Fig. 6** below). At this time, the Chief Officer was not on the bridge, and he left the bridge for meal.

For illustration only, ie, not to scale and accuracy.

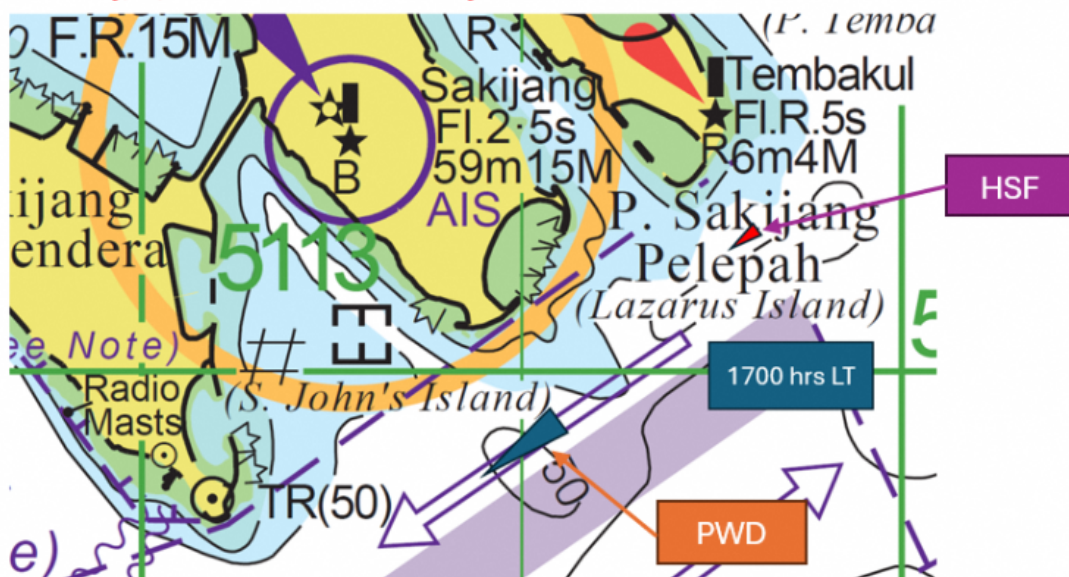


Fig. 6: A power-driven vessel (PWD) was also within the zone and located on the HSF's port bow.

CASE STUDIES & LESSONS LEARNT

At or about 1702 hours LT, the Master used the steering joystick to turn the ship's three rudders to port-5; meaning 5° to the left and this would turn the ship's bow to the left. At this time, distance between HSF and PWD was about 240 meters. The Master confirmed that the rudders were on port-5 after verifying it with the rudder indicator. The reason for the port turn was to create more space between HSF and the shallow waters on HSF's starboard side, which were south and in way of islands: Sakijang Bendera, Sakijang and P. Sakijang Pelepah (see [Fig. 6](#) above).

After a while, the Master turned the steering joystick to put the rudders amidship, meaning to put the rudders along the centreline of the ship at 0° angle, so that the ship would not turn further to port. He noted that the rudder indicator still showed port-5 ; meaning the rudders did not return to amidship ("steering failure"). During this time, the ship kept turning to port.

Master immediately ordered Chief Engineer to stop all three main engines. Chief Engineer immediately pulled the starboard engine to stop, then continued to pull full throttle astern. This action is known as 'crash astern' with the object to slow down the ship as quickly as possible. However, the starboard engine tripped when it was at full throttle astern. Chief Engineer then pulled the middle and port engines from full throttle ahead to stop positions. At the stop positions, both engines tripped. This meant that the ship was no longer able to be propelled by its propelling machineries. HSF kept turning to port with her speed gradually reducing until she collided on PWD's starboard quarter.

Why did it happen?

With the absence of the Chief Officer who was part of the bridge team member, there was no resource to carry out emergency steering during the time of steering failure. This contravenes the company's Safety Management System (SMS) on Bridge Resources. Although an emergency drill was found to be completed as planned, this did not seem to reflect on HSF's readiness in the event of a steering failure. The access to emergency steering switch-over is on the bridge (see [Fig. 7](#) below).



Fig. 7: Location of the emergency steering changeover switch on the bridge.

CASE STUDIES & LESSONS LEARNT

HSF's speed of about 22 knots is not a safe speed in the fairway which implicated her manoeuvrability, i.e., stopping distance and turning ability in the prevailing conditions.

After the incident, HSF's owners engaged steering and main engines service providers to check on them. The service providers reported:

- Fault on intermittent hydraulic & electrical issue on HSF's steering gear system that was unable to control the steering gear system direction from port to starboard direction thus led to collision.
- The crash astern procedure was incorrectly executed, i.e., not according to maker's instruction, hence tripping the main engine.

Conclusion

HSF's sea passage is routine (short, about one hour) and fixed. Hence, unless justified to do so, the bridge shall not contravene the company's SMS on Bridge Resources.

As a high-speed craft, there is no excuse to contravene Rule 6 Safe speed of the collision regulation. Due to the nature of her daily sea passages that might cause high wear and tear to the craft and its machineries, owners of high-speed craft should consider more frequent and robust plan maintenance system.

Lastly, the bridge team members should realise that emergency drills onboard shall be carried out as realistically as possible, this includes subsuming the correct procedure for main engines crash astern for steering failure drill, as such procedure differs from one craft to another.

Man overboard

Case study 1: Safety Procedure Lapse

What happened?

The ship was at sea and the engine room personnel consisting of Second Engineer (2E), Third Engineer (3E) and Fitter (FTR) were carrying out maintenance of deck bunker crane on portside forward of the accommodation (work site). The above personnel prepared the following for said maintenance task:

- “A” frame ladder
- Safety harness
- Lifejacket
- Tools

In the process of the task, 2E asked FTR to bring a long screwdriver from the engine room. Shortly after FTR left the work site, 2E asked 3E to bring rust remover from the engine room and the work site was left 2E alone.

An Able-Bodied Seaman (AB) who was at the material time, painting at the portside provision crane outside the accommodation deck suddenly observed a person wearing bright orange boilersuit without lifejacket floating in the water at the stern of the ship. AB shouted “Man overboard” to the other crew (AB1), who was painting at the poop deck. AB1 in turn alerted the Navigation Bridge.

Why did it happen?

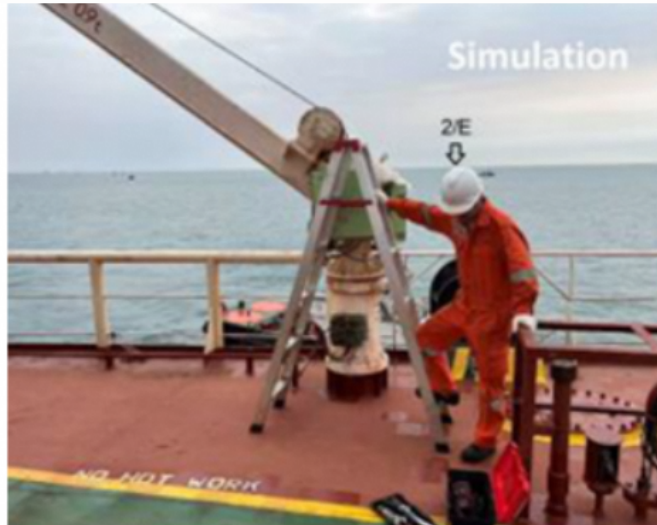
It was found that:

- The ladder was not secured to the deck fixed strong point to prevent toppling.
- 2E did not wear lifejacket and safety harness.
- 2E did not wait for FTR and 3E to return to the work site before resuming said maintenance work.
- When FTR and 3E returned to the work site, they saw the “A” frame ladder was resting on railing.

See below drawings and photographic re-enactment of the incident (**Fig. 8 – 10**):

CASE STUDIES & LESSONS LEARNT

2/E was alone after FTR and 3/E left the work side.



2/E, 3/E & FTR checking the limit switches of the bunkering crane together.

Fig. 8 Locations of 2E, 3E and FTR

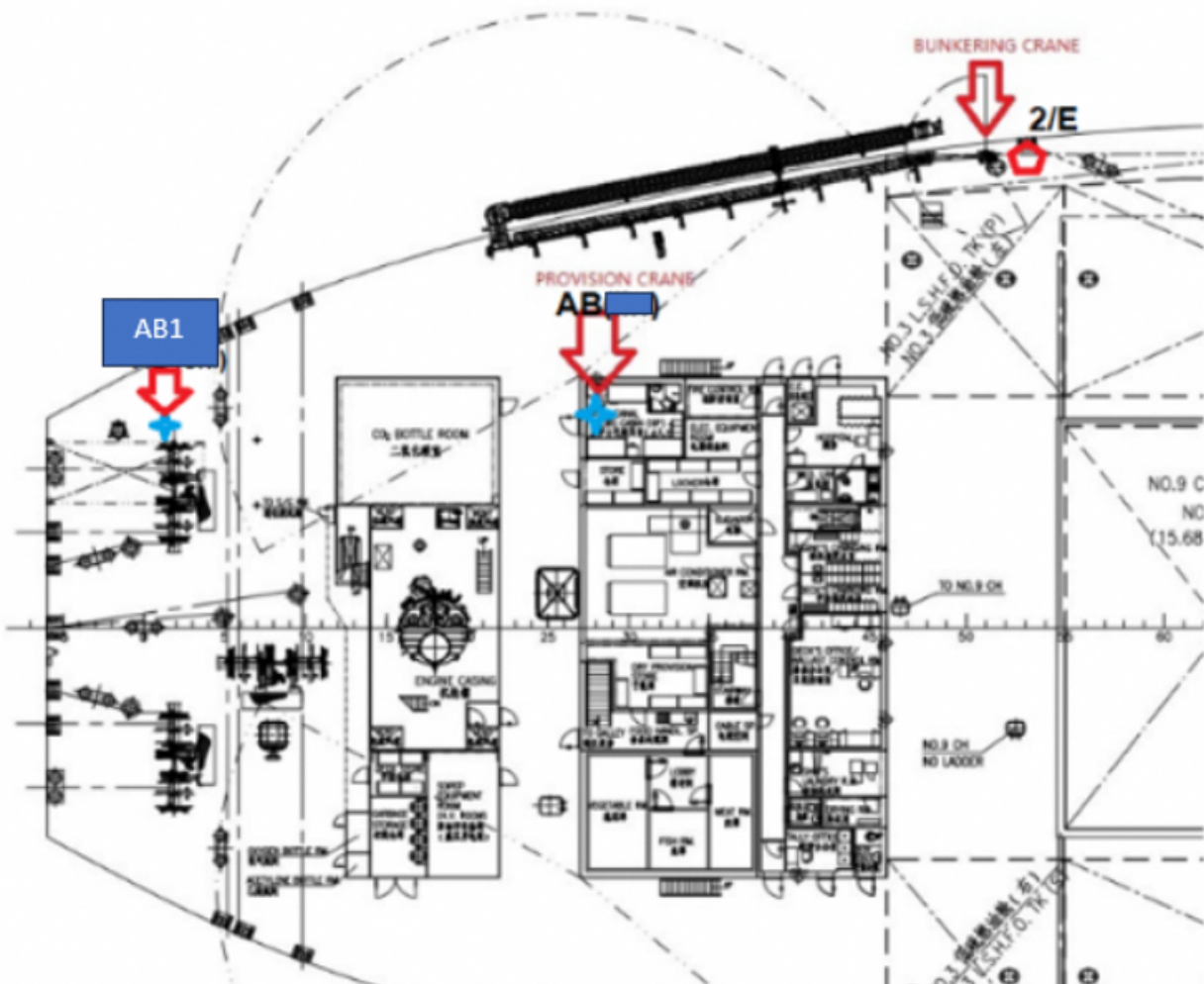


Fig. 9 Locations of 2E, AB and AB1



Fig. 10 Condition of the ladder when 3E and FTR returned to the work site

Conclusion

The incident could have probably been avoided if the ladder was properly secured on deck to prevent movement; personnel at work to wear safety belt/harness and secured it on a deck fixed point, and never to work alone but wait for other work colleague(s) to return to work site.

CASE STUDIES & LESSONS LEARNT

Case study 2: Incorrect Securing Point of Safety Harness

What happened?

The ship was at sea and the deck personnel consisting of Bosun (BOS), Ordinary Seaman (OS) and Deck Cadet (DC) were tasked to carry out test (the “task”) on the ship’s port accommodation ladder (PAL). An Able-Bodied Seaman (AB) voluntarily went to assist the above personnel to test the PAL after he completed his task.

The PAL was lowered by OS during the task and BOS started to oil its moving parts (i.e. sheaves). When the PAL was at deck level, the BOS told OS to stop lowering, which OS complied. The BOS then stood on the deck edge to resume oiling other sheaves where he attached his safety harness to the PAL’s collapsible rail. The BOS also stepped onto the PAL when it was levelled with the deck (see **Fig. 11** below). The yellow circle shows the BOS’ location before the PAL was levelled with the deck.

The PAL wire suddenly parted, and it was dangling and held on by the top landing platform connection only. (By inference, BOS most likely than not, went over the side and being held on by his safety harness that was secured on the PAL’s collapsible rail). However, the connection did not hold, and the entire PAL dropped into the sea pulling BOS along with it.



Fig. 11: The yellow circle highlights the BOS's position prior to the PAL being levelled with the deck.

Why did it happen?

The safety harness was secured at PAL’s collapsible rail instead of on a deck fixed strong point. Such requirement regarding safety harness securing was part of the company’s safety management system. Company’s investigation identified certain PAL sheave was seized (i.e. unable to move), and this probably contributed to weakening the wire that passed through it and eventually parted.

Conclusion

This is a very serious marine casualty incident with many lessons to learn. Essentially, it should be a wakeup call for all who are working aloft or near the edge of the ship deck.

Based on the past, many would think that if a safety belt and/or harness is worn while working in the above locations, safety requirement is fulfilled/complied with at that work location.

However, extra care should be taken regarding the type or relevance of safety belt and harness to be used. Additionally, **where** to attach the safety belt and/or harness is paramount, especially taking the direct lesson from this incident and the indirect one in Case Study 1 above.

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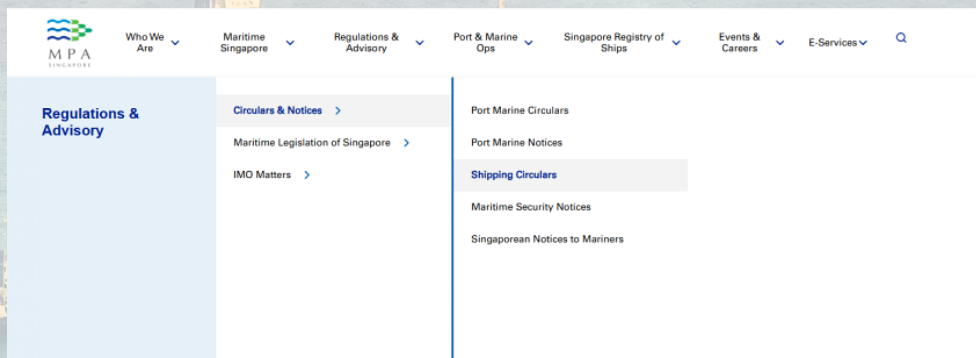
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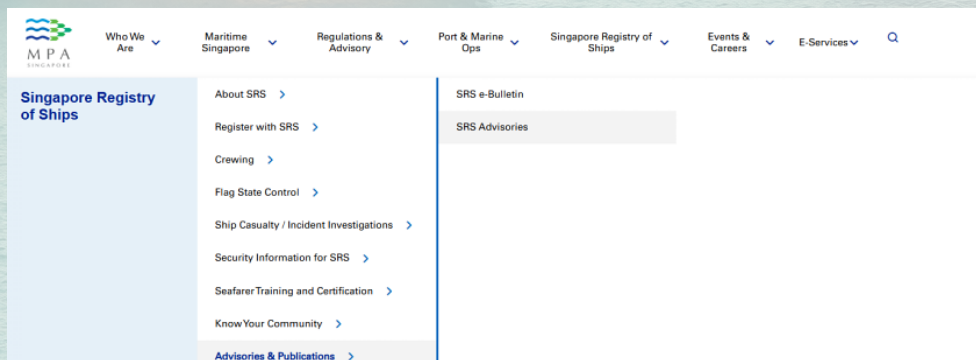
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MARITIME AND PORT AUTHORITY OF SINGAPORE

SHIPPING DIVISION

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

→ EMAIL

Singapore Ship Registry

Department (SSR):

marine@mpa.gov.sg

**Seafarers Policy, Development &
Welfare Department (SPDW):**

mmo@mpa.gov.sg

**Flag/Port State Control, Ship
Regulatory, Design And Standards
Department (SRDS):**

shipping@mpa.gov.sg

**Seafarers Skills Upgrading,
Certification And Accreditation
Department (SSCA):**

coc@mpa.gov.sg / isc@mpa.gov.sg

**Maritime Investigation Department
(MID):**

ivd@mpa.gov.sg

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