

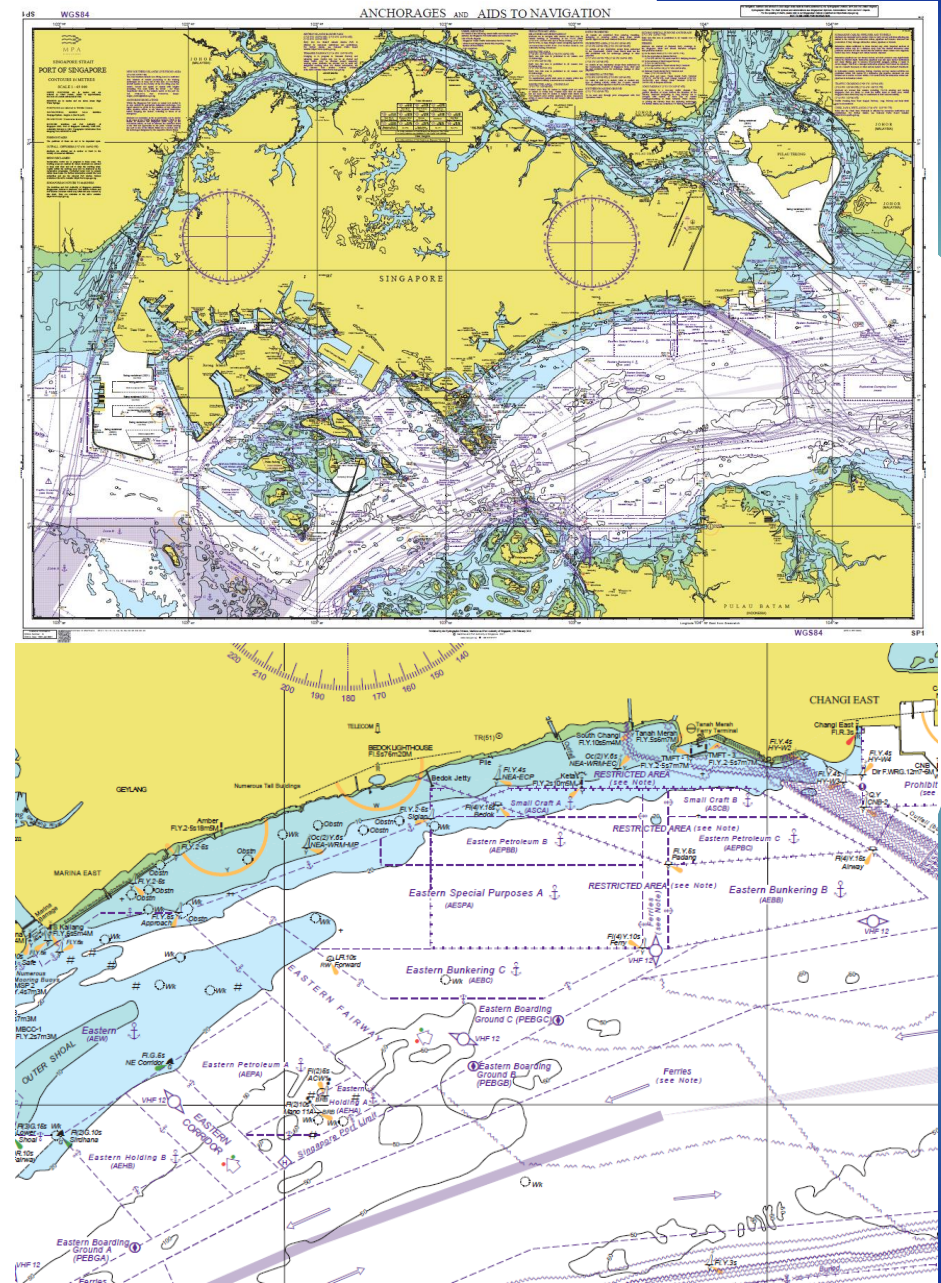
# Sharing of Past Incidents and SMMs for Safe Boarding of Vessels at Anchorage

Capt Scott Ngiam – Senior Marine Officer  
Marine Environment & Safety Dept (MES)

# Background

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- Hub Port
- Eco-system of ancillary services supporting ship calls
- Personnel board ships at the anchorages for provision of services
- Shipping agents, ship chandlers, ship managers, joining/repatriating crew, marine insurers, marine surveyors, maritime lawyers, equipment/systems repair technicians, etc.
- Conveyance via harbour launches operating daily between public landing steps and ships at anchorages.



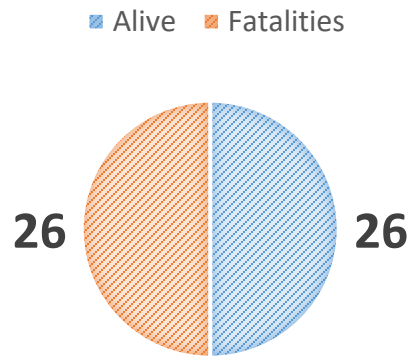
# Analysis of past incidents

# Analysis of past MOB incidents

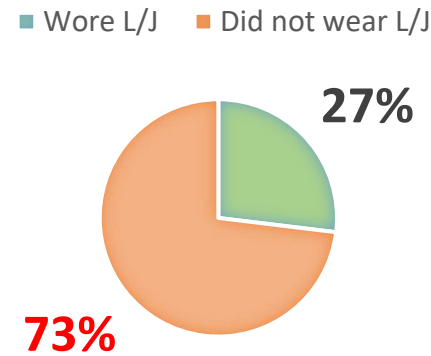
From 2013 to May 2021, 52 reported incidents of man overboard in port waters

- 50% resulted in fatalities.
  - Of which, 73% of fatalities were not wearing lifejackets

## 52 REPORTED MOB INCIDENTS



## FATALITIES THAT DID NOT WEAR LIFEJACKETS (L/J)



Remarks: Statistics suggests that chances of surviving the fall will increase by wearing lifejackets

# Analysis of past incidents

- 18 of 52 reported incidents were related to falling overboard during personnel transfers at the anchorages
- Table below lists the causal factors for the 18 incidents.

<u>Circumstances</u>	Slipped while climbing pilot ladder	Pilot ladder parting	Fell overboard while working on deck of harbour launch	Fell from gangway, lost footing, boat striking gangway
<u>Number of cases</u>	11	3	3	1

# MPA Field Study

## MPA Field Study



Embarking / disembarking from the bow



Embarking / disembarking from the aft

# MPA Field Study



With no L/J while embarking from the bow

## Lifebuys made ready for emergency deployment



Lifebuys positioned at the bow



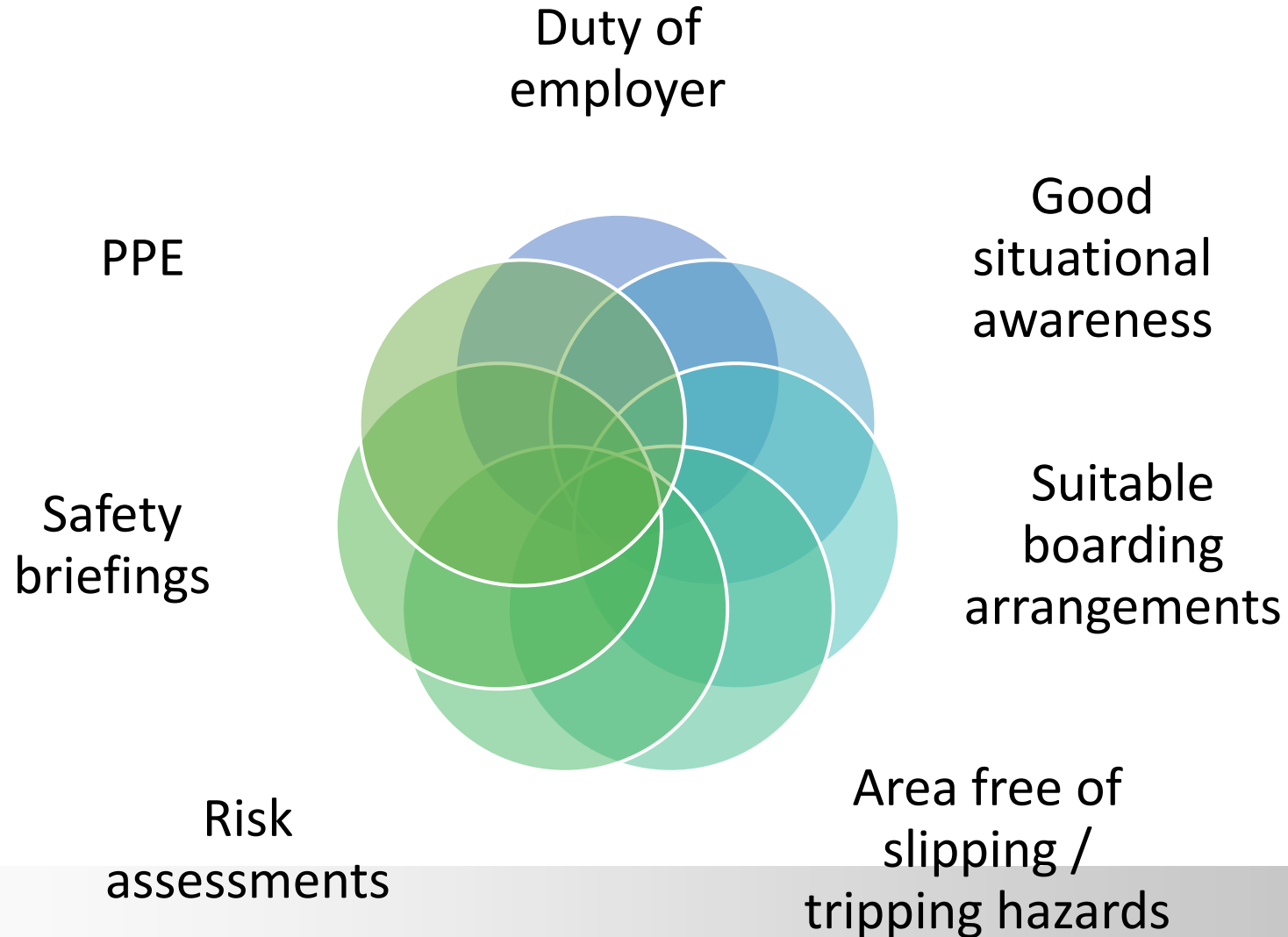
Lifebuys positioned at the aft

# **Guidelines for Safe Transfer of persons between vessels at anchorages**

**– an initiative from National Maritime  
Safety at Sea Council (NMSSC)**

## MPA's Port Marine Circular 34 of 2020

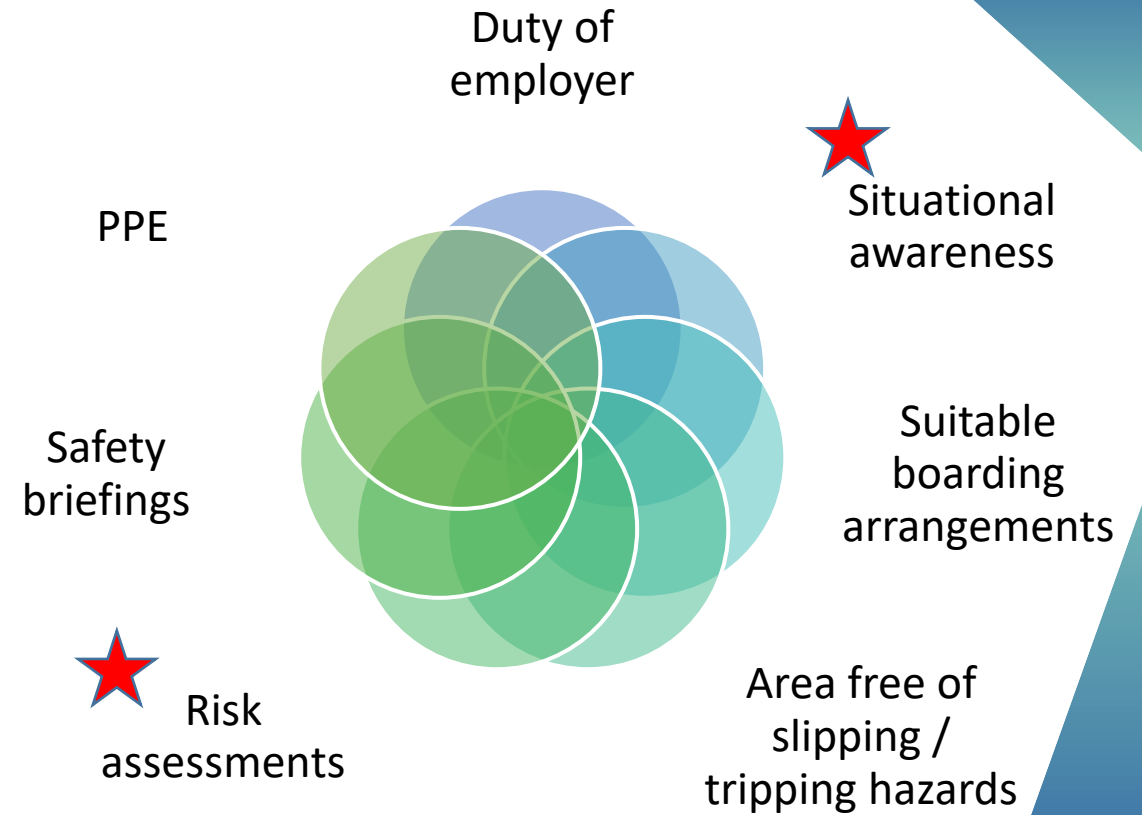
Guidelines for Safe Transfer of persons between vessels at anchorages  
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# Cases

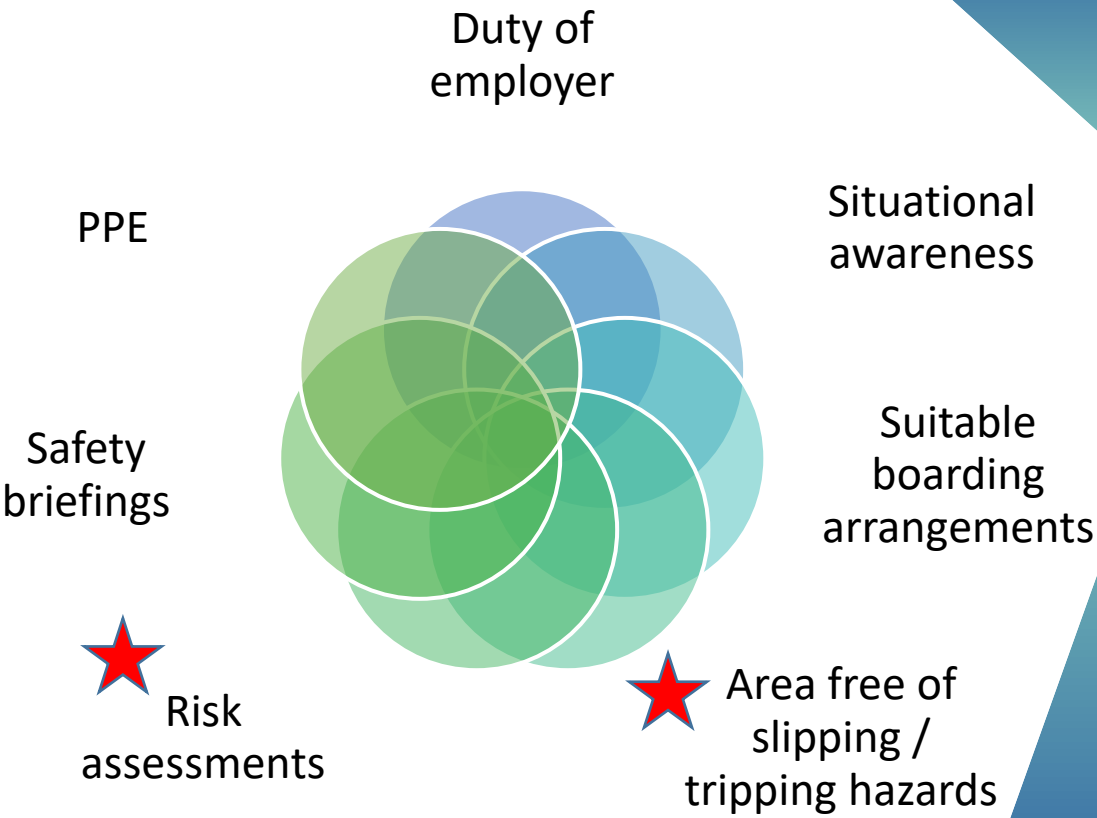
## Case 1

Ship type	Bulk Carrier
Time	Morning
Location of ship	Anchorage
Casualty	Chief Cook
Occasion	Embarking for crew change
If wearing L/J	Yes
If survived	Yes
If any injuries	No
Weather	Drizzling, fair winds
Causal factors	Exhausted from climbing



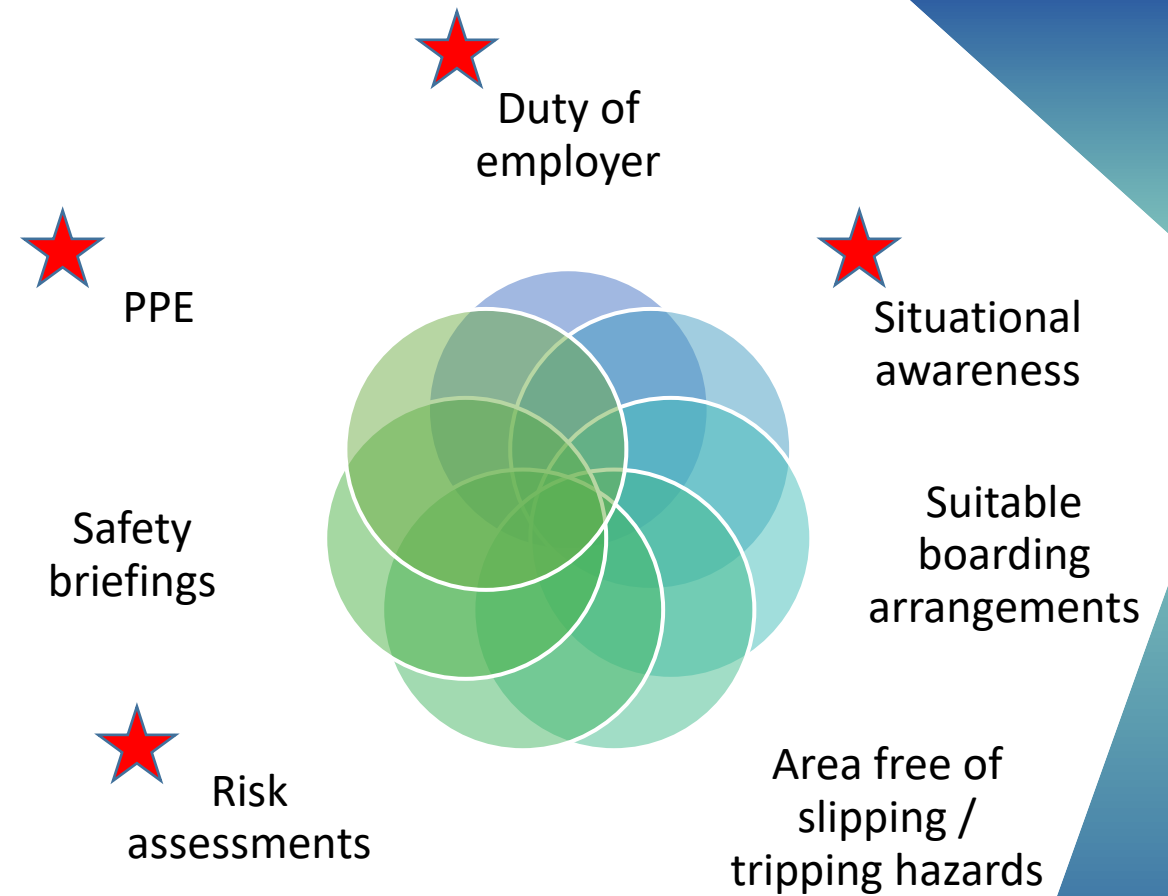
## Case 2

Ship type	Tanker
Time	Morning
Location of ship	Anchorage
Casualty	Doctor from shore
Occasion	Disembarking after completing medical consultation for crew
If wearing L/J	Yes
If survived	Yes
If any injuries	No
Weather	Heavy rain
Causal factors	Slippery surfaces

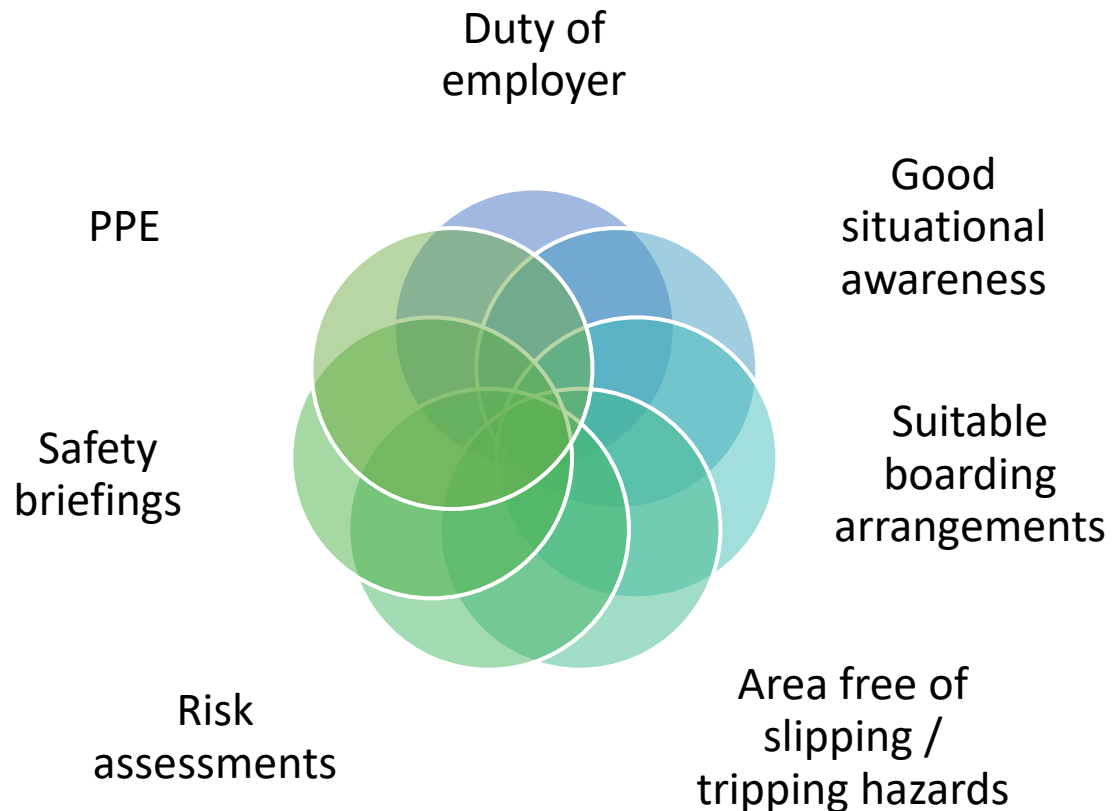


## Case 3

Ship type	Bulk carrier
Time	Morning
Location of ship	Anchorage
Casualty	Shore technician
Occasion	Pre-docking inspection
If wearing L/J	No
If survived	Yes
If any injuries	No
Weather	Fair winds
Causal factors	High freeboard of vessel



# Question: Could these operations had been conducted in a safer manner?



*\*Reference made to PMC 34 of 2020  
(Guidelines for Safe Transfer of persons between  
vessels at anchorages)*

## Duty of employer:

### [MOM WSH Workplace Safety and Health (General Provisions) Regulation 23 - Measures to be Taken to Prevent Falls]

It shall be the duty of the employer of a person who is exposed to the risk of falling into water and of drowning to provide –

- a) equipment and means of rescuing and resuscitating drowning persons; and
- b) suitable life jackets or other equipment for keeping such persons afloat in the event that they fall into the water.

## Suitable boarding arrangements

- A safely rigged pilot ladder might be the most appropriate means for boarding a vessel from a service boat. However, where the vessel's freeboard exceeds 9 meters, a combination of pilot ladder and accommodation ladder should be used.
- Where pilot ladders are used for embarkation and disembarkation, they should conform to the requirements of IMO Resolution A.1045(27).
- Steep angled accommodation ladders (>55 degrees to horizontal) should not be used for embarking or disembarking at anchorages into or from a service boat.

# Enhanced measures on COVID-19

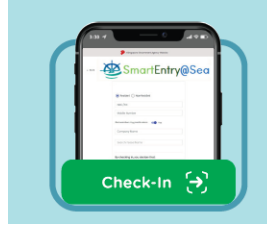
- Safe Management Measures
- Requirements for vessels arriving in port of Singapore

# Safe Management Measures (MPA's PMC no. 21 of 2021 – 28 May 2021)

## Before boarding:



Have tested negative for COVID-19 under Rostered Routine Testing (RRT)



Check-in using the SmartEntry@Sea QR Code



Wear a mask and other appropriate PPE



Bring your own food, drink and utensils if required

## When onboard:



Practise Safe distancing at all times and minimise interactions with ship's crew



Only use designated rest area and toilet



Do not consume any food, drinks or use utensils from the ship



Do not stay overnight, and shorten the duration of stay where possible

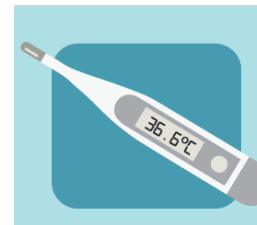
## After working onboard:



Check-out using SmartEntry@Sea QR Code



Continue to maintain Roster Routine Testing (RRT)



Monitor temperature and health



If unwell, see a doctor immediately

## Requirements for vessels arriving in the port of Singapore (MPA's PMC no. 21 of 2021 – 28 May 2021)

- Safe Management Measures and PPE requirements
- Contactless operation
  - No boarding of any persons unless authorised
- Contactless operation with segregation protocol
  - Enhanced SMMs to minimise interactions



## Requirements for vessels arriving from countries with sustained increase in COVID-19 cases (MPA's PMC no. 20 of 2021 – 15 May 2021)

- Vessels arriving in the Port of Singapore within 21 days from any of the countries listed in Annex A; and
- With shore based personnel boarding in Port of Singapore
- Master to declare no physical interactions with any persons / embarked new crew within the last 21 days





End