



## Maritime and Port Authority of Singapore

### REPORT OF A MARINE CASUALTY OR MARINE INCIDENT

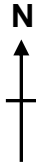
MERCHANT SHIPPING ACT (CHAPTER 179)  
Section 107 "Report of accidents, etc., to Director"

<b>SECTION I – SHIP PARTICULARS</b>			
1. IMO No.: 9202895		2. Name of Ship: MV. MERATUS GORONTALO	
3. Flag: INDONESIA			
4. Type of Ship:		.1 Liquefied Gas Tanker <input type="checkbox"/>	
.3 Oil Tanker <input type="checkbox"/>		.2 Chemical Tanker <input type="checkbox"/>	
.6 Bulk Dry / Oil Carrier <input type="checkbox"/>		.4 Other Liquid (non-flammable) Tanker <input type="checkbox"/>	
.9 General Cargo <input type="checkbox"/>		.5 Bulk Dry (general, ore) Carrier <input type="checkbox"/>	
.12 Refrigerated Cargo <input type="checkbox"/>		.7 Self-discharging Bulk Dry Carrier <input type="checkbox"/>	
.15 Passenger <input type="checkbox"/>		.8 Other Bulk Dry (cement, woodchips, urea and other specialised) Carrier <input type="checkbox"/>	
.18 Fish Catching <input type="checkbox"/>		.10 Passenger / General Cargo <input type="checkbox"/>	
.21 Other Offshore <input type="checkbox"/>		.11 Container <input checked="" type="checkbox"/>	
.24 Dredger <input type="checkbox"/>		.13 Ro-Ro Cargo <input type="checkbox"/>	
.27 Other Ships Structures <input type="checkbox"/>		.14 Passenger / Ro-Ro Cargo <input type="checkbox"/>	
		.17 Other Dry Cargo (livestock, barge, heavy cargo etc.) Carrier <input type="checkbox"/>	
		.19 Fish Factory / Fish Carrier <input type="checkbox"/>	
		.20 Offshore Supply <input type="checkbox"/>	
		.22 Research <input type="checkbox"/>	
		.23 Towing / Pushing Tug <input type="checkbox"/>	
		.25 Other Activities <input type="checkbox"/>	
		.26 Non-propelled <input type="checkbox"/>	
5. Type of Service: International <input type="checkbox"/> Short International <input checked="" type="checkbox"/> Near-Coastal <input type="checkbox"/>			
Inland Waters <input type="checkbox"/> Others: <input type="checkbox"/>			
6. Were any voyage related restriction limits placed on the ship – if Yes, elaborate: None			
7. Gross Tonnage: 13.444		8. LoA: 161.85	
9. Classification Society: N.K			
10. Shipowner and Manager / Contact details (include e-mail): PT. MERATUS LINE, Mr. MARGI SANTOSO / Hp:+6281331116607 Email: margi.santoso@meratusline.com			
11. DPA and Local Agent / Contact details (include e-mail): DPA: DODY SOEDARSONO/ Hp: +6281390956008 / email:dody.soedarsono@meratusline.com AGENT: RSS MARINE/ Hp:+6596930879			
12. Previous Name(s): M. SAGAR		13. Previous Flag(s): PANAMA	
14. Previous Classification Societies: N.K			
15. Date of Contract / Keel Laid / Delivery: 24 JUNE 1998			
16. Date of Major Conversion: UNK		17. Deadweight: 17,791 (SUMMER)	
18. Hull Material:		.1 Steel <input checked="" type="checkbox"/>	
.4 Wood <input type="checkbox"/>		.2 Light Alloy <input type="checkbox"/>	
.5 GRP <input type="checkbox"/>		.3 Ferrocement <input type="checkbox"/>	
.6 Composite Materials <input type="checkbox"/>			
19. Hull Construction:		.1 Single Hull <input type="checkbox"/>	
.4 Double Sides <input type="checkbox"/>		.2 Double Hull <input type="checkbox"/>	
.5. Mid Deck <input type="checkbox"/>		.3 Double Bottom <input checked="" type="checkbox"/>	
.6 Others: <input type="checkbox"/>			
20. Propulsion - Type:		.1 Steam <input type="checkbox"/>	
.2 Diesel <input checked="" type="checkbox"/>		.3 Others: <input type="checkbox"/>	
21. Bunkers:		.1 HFO <input type="checkbox"/>	
.2 MFO <input checked="" type="checkbox"/>		.3 MDO <input checked="" type="checkbox"/>	
.4 Others: <input type="checkbox"/>			
22. Propellers - No.:		.1 FPP <input checked="" type="checkbox"/> ...1 ( one )	
.2 CPP <input type="checkbox"/>		.3 Others: <input type="checkbox"/>	
23. Building Yard: IWAGI ZOSEN Co. Ltd.		24. Hull No.:	
<b>SECTION II – VOYAGE PARTICULARS</b>			
25. From – Location / Date-Time: YANGON- ASIA WORLD PORT TERMINAL/10-Jul-17/10.30 LT			
26. Draught (Fore and Aft) / Air Draught: F=5.10m, A=5.90m / 35.0m			
27. To – Location / ETA: SINGAPORE-P-02/ ETA:14-JUL-2017 @05.00LT			
28. Persons on board - Crew / Passengers / Others: 20 CREWS			
29. Cargo on board – type / amount (specified those under IMDG Code): 492 Boxes/736 Teus Containers= 10,532 Tons.			

<b>SECTION III – PRELIMINARY CASUALTY / INCIDENT DATA</b>		
30. Date-Time (local) / Time Zone: 14 JULY 2017-22.15LT		31. Position: Lat-Long / Name of location: P-02 SINGAPORE
32. Location: .4 Port Approach <input type="checkbox"/>	.1 At Berth <input checked="" type="checkbox"/> .5. Inland Waters <input type="checkbox"/> .9 Coastal Water (<12nm from shore) <input type="checkbox"/>	.2 Anchorage <input type="checkbox"/> .6 Canal <input type="checkbox"/> .10 Open Sea <input type="checkbox"/> .3 Port <input type="checkbox"/> .7 River <input type="checkbox"/> .11 TSS (adopted by IMO) <input type="checkbox"/>
33. Pilot (indicate whether mandatory and date-time on board): 14 JULY 2017 @ 02.19 LT		
34. Tidal Stream - Dir / Rate: UNK		35. Wind - Dir / Speed: SW/ 5 kts
36. Visibility: GOOD		37. Sea State: SMOOTH
<b>38. Initial Event:</b>	.1 Collision: <i>striking or being struck by another ship (regardless of whether underway, anchored or moored):</i> Other Ship(s): IMO No. / Name / Flag: .....	
	.2 Stranding or Grounding: <i>being aground or hitting / touching shore or sea bottom or underwater objects (wrecks etc)</i> <input type="checkbox"/> .3 Contact: striking any fixed or floating object other than those included in .1 or .2 <input type="checkbox"/>	
	.4 Fire or Explosion <input checked="" type="checkbox"/>	.5 Hull failure or failure of watertight doors, ports etc: not caused by .1 to .4 <input type="checkbox"/>
	.6 Machinery Damage: not caused by .1 to .5 and which necessiated towage <input type="checkbox"/>	.7 Damages to ship or equipment: not caused by .1 to .6 <input type="checkbox"/>
	.8 Capsizing or listing: not caused by .1 to .7 <input type="checkbox"/>	.9 Missing: assumed lost <input type="checkbox"/>
	.10 Involving LSA <input type="checkbox"/>	.11 Others: not covered by .1 to .10 <input type="checkbox"/>
39. Consequences to Ship: .1 Total Loss / Constructive <input type="checkbox"/> Total Loss – Date: .....	40. Consequences to Humans: .1 No. of dead or missing crew: .....NONE..... .2 No. of dead or missing passengers: .....NA..... .3 No. of dead or missing persons: .....NONE..... .4 No. of crew seriously injured*: .....NONE..... .5 No. of passengers seriously injured*: .....NA..... .6 No. of other persons seriously injured*: .....NA..... *requires hospitalisation	41. Consequences to Environment: .1 Oil: Type / Quantity spilled: .....NA..... .2 Dangerous Goods in package form: Class / Quantity overboard: .....NA..... .3 Ballast Water: Location of uptake / Quantity spilled: .....NA.....
<b>SECTION IV – PROBABLE CAUSE(S)</b>		
42. Pressure gauge of lub oil filter pipe was broken.		
<b>SECTION V – ACTIONS TO PREVENT SIMILAR OCCURRENCES</b>		
43. Checking, maintaining the auxiliary engine regularly as per maker/manual book instruction.		

**SECTION VI – NARRATIVE**

44.



DURING MV.MERATUS GORONTALO/POUB PORT SIDE ALONGSIDE AT PASIR PANJANG TERMINAL OF SINGAPORE, ENGINE ROOM FIRE WAS OCCURED.

1. 14-JUL-17 @ ABOUT 22.15 LT = FIRE ALARM RINGING.
2. 14-JUL-17 @ ABOUT 22.16 LT = MASTER ANNOUNCED “ENGINE ROOM ON FIRE “AND CREW MUSTERED AT MUSTER STATION.
3. 14-JUL-17 @ ABOUT 22.16 LT = SHIP’S CREW CLOSED E/R DAMPER, CLOSED ALL ACCESS DOORS TO ENGINE ROOM, SHUT OFF SUPPLY AND EXHAUST FAN, CLOSED ALL ACCOMMODATION FAN/ VENTILATION FLAPS, 2<sup>ND</sup> ENGINEER CLOSED MFO-MDO-L.O. VALVES BY OPERATED QUICK CLOSING VALVES.
4. 14-JUL-17 @ ABOUT 22.20 LT = THE MASTER TALLY ALL CREW MEMBERS WERE COMPLETED AND ORDER TO RELEASE E/R CO-2 SYSTEM.
5. 14-JUL-17 @ ABOUT 22.30 LT = FIRE UNDER CONTROL, MASTER INFORM TO PSA SECURITY PATROL.
6. 14-JUL-17 @ ABOUT 22.35 LT = SHORE FIRE TEAM BOARDING VESSEL, ISOLATED ALL SHIP’S CREW MEMBERS, GAS FREEING OF ENGINE ROOM AND MAKE SURE THE FIRE HAS BEEN EXTHINGUISHED.
7. 15-JUL-17 ABOUT @ 05.30 LT = ALL SHIP’S CREW TO BE ALLOWED TO BOARD VESSEL AND SHORE FIRE TEAM LEAVING THE VESSEL.
8. 15-JUL-17 @ ABOUT 06.00 LT = SHIP’S CREW INVESTIGATED CAUSE OF THE FIRE, FOUND THAT :
  - RUNNING AUX ENGINE ( NO.2 ) PRESSURE GAUGE OF LUB OIL FILTER PIPE BROKEN,
  - LUB OIL SPRAYED TO SKYLIGHT ABOVE NO.2 AUX ENGINE AND CAME DOWN TO TURBO CHARGER INLET MANIFOLD OF NO.2 AUX ENGINE AND CAUSE A FIRE.

**SECTION VII – PERSON MAKING THIS REPORT**

**DECLARATION**

I declare that this Report (consists of 3 pages), including the crew list, is true to the best of my knowledge and belief and I make it knowing that, if it is tendered in evidence, I may be liable to prosecution if I have wilfully stated in it anything which I know to be false or do not believe to be true.

I further declare that all shipboard statutory certifications were in order prior to the casualty / incident (otherwise – provide details of the non-compliance and actions taken).

MASTER..... PURDIANTORO..... Purdiantoro72@gmail.com..... Title / Name / Contact details (include e-mail)	..... Signature / Date / Ship Stamp
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**MPA USE ONLY**

CA / CCR / POL: ..... Date Received / SMS / .....

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## MPA REPORT OF A MARINE CASUALTY<sup>1</sup> OR MARINE INCIDENT<sup>2</sup> *Instructions*

### WHO TO USE THIS REPORT

Merchant Shipping Act (Chapter 179) Section 98:

*...apply to all Singapore ships wherever they may be and to all ships in Singapore...*

### WHEN TO USE THIS REPORT

Merchant Shipping Act (Chapter 179) Section 107:

*Where a ship —*

- a) has sustained or caused an accident occasioning loss of life or serious injury to a person;*
- b) has sustained an accident or received damage, or otherwise sustained a defect or deficiency in the ship or its equipment which has been discovered, and the accident, damage, defect or deficiency has affected, or is likely to affect the seaworthiness of the ship, or the efficiency or completeness of the life-saving appliances or other safety equipment of the ship;*
- c) has been in a position of great peril, either from the action of some other ship or from danger of wreck or collision; or*
- d) has been stranded or wrecked,*

*the owner or the master of the ship shall, within 24 hours of the happening, report the happening to the Director (of Marine).*

### WHERE TO SEND THIS REPORT (include crew list)

*Director of Marine*

*Maritime and Port Authority of Singapore*

*Shipping Division*

*460 Alexandra Road, #21 PSA Building*

*Singapore 119963*

*Email: [shipping@mpa.gov.sg](mailto:shipping@mpa.gov.sg)*

### COMPLETION OF THIS REPORT

Complete all questions and ticked as many boxes as appropriate. If a question is not applicable, "NA" should be entered. If an answer is unknown or cannot be obtained, "UNK" should be entered, if "NONE" is the correct response, then enter accordingly

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<sup>1</sup> A *marine casualty* means an event, or a sequence of events, that has resulted in any of the following which has occurred directly in connection with the operations of a ship:

- .1 the death of, or serious injury to, a person;
- .2 the loss of a person from a ship;
- .3 the loss, presumed loss or abandonment of a ship;
- .4 material damage to a ship;
- .5 the stranding or disabling of a ship, or the involvement of a ship in a collision;
- .6 material damage to marine infrastructure external to a ship, that could seriously endanger the safety of the ship, another ship or an individual; or
- .7 severe damage to the environment, or the potential for severe damage to the environment, brought about by the damage of a ship or ships.

However, a marine casualty does not include a deliberate act or omission, with the intention to cause harm to the safety of a ship, an individual or the environment.

<sup>2</sup> A *marine incident* means an event, or sequence of events, other than a marine casualty, which has occurred directly in connection with the operations of a ship that endangered, or, if not corrected, would endanger the safety of the ship, its occupants or any other person or the environment.

However, a marine incident does not include a deliberate act or omission, with the intention to cause harm to the safety of a ship, an individual or the environment.