



UNICORN SHIPPING

a division of GRINDROD SHIPPING (SA)(PTY) LTD

MEMORANDUM

To : General Manager

My Ref :

From: Brett McElligott

Date :

Good day Quentin

EMERGENCY RESPONSE CENTRE EXERCISE REPORT: 31 May 2018 @ 14h30

1. Purpose.

- To test company and vessel readiness should an emergency occur
- To test the ability of emergency response team to effectively work together to mitigate the effects of the incident
- To practice coordination between the different teams such as company emergency team, vessel master and outside parties on a real time basis.
- To test the Masters response to react to a Safety incident
- To test the 24 hour emergency number and all communication equipment
- To test Grindrod Shipping response to the (simulated) media.
- To assess the effectiveness of implementation of contingency plan – section 28
- To understand and evaluate logistics requirement.
- To familiarize and to rehearse key personnel of their role during an emergency
- To identify the weakness / lapses (which can be improved later) in our system

2. Attendees

Mike Melly	Incident Coordinator
Rennie Govender	Technical Support
Kerry Everett	Resource Support
Iqbal Ahmed	Support
Brett McElligott	Incident Manager

MT Kowie

3. Scenario – Exercise “Security”

- SAFETY FIRST. All personnel shall be responsible for the safe Navigation and Operation during exercise. If an unsafe condition or operation is discovered, ensure to notify the Master. The Master to determine whether the situation can be corrected and if exercise should continue.
- Begin and end all telephone and radio conversations with the statement “**THIS IS A DRILL**”. Ensure this statement is included on all email exercise documents.
- RECORDS - All documents and checklists exchanged by email used during the Exercise should be maintained. All details to be logged in the as an evidence of the Ship Shore Exercise.
- All communication during this exercise shall be done only with the “role play” persons/parties as listed below. No other persons/parties shall be contacted.
- In the event of a REAL EMERGENCY THIS EXERCISE WILL BE TERMINATED
- All actions taken during the exercise, time, event, and description of activity (such as telephone call or personal contact) shall be recorded.
- Debriefing shall be held in ship/office after the exercise. During this debriefing, participants shall discuss the response and identify areas that were well handled, opportunities for improvement, and suggested action items.
- The Master shall follow-up this exercise with a debriefing and evaluation, involving all the exercise participants.

4. Scenario – Exercise “Security”

See **Appendix A** for full scenario transcript.

The intent is to examine:

- the interaction between the Security personnel and the Vessel.
- To test the chain of command between the Master and the Security Leader.
- To escalate the drill to establish the reaction of the security detail to an event (boarding& explosion) onboard the vessel.

5. Facilitator and Observer Feedback

See Appendix B

6. Sequence of Events

	Time	Event	Remark / Action
1	11:18	RG received a call from the Captain stating there are suspicious unidentified crafts approaching the vessel. The crafts cannot be picked up on AIS	RG
2	11:20	ERC Manned	MM; BM; RG; KE; IQ
3	11:25	Vessel increased speed 3 skiffs approaching starboard side – armed with AK47 Warning shots fired Fishing vessel 6 miles off – stationary UK P&I notified	Berg
4	11:30	Initial SITREP sent	BM/KE
5	11:31	Vessel called – skiff armed with RPG 2 pirates shot by security guards	Berg
6	11:36	Vessel advised to press VDR and SSAS All personnel, besides Master and 2NO in citadel Pirates have boarded	
7	11:38	MTI advised Singapore on standby to take over at 00:00 SA time	RG/HS
8	11:42	Threat nullified – all pirates accounted for Skiff fired RPG Vessel damaged – 3 starboard Captain requested help War vessel contacted – etc 20 min CNO to calculate hull breach	Berg
9	11:48	Called vessel Checking stability – transfer cargo Crew released from citadel Ware vessel approaching Kowie slowing down (8 knots) Guards have searched the vessel – no more pirates	Berg
10	11:52	Stability – listing 2 deg port Ballast tank breached -	
11	12:00	Drill closed	

7. Conclusion.

All present expressed satisfaction drill completed. There are a couple of issues identified during the Drill that will be required to be addressed (see attached action list **Appendix B**).



Brett McElligott

HSEQ Manager | **Grindrod Shipping PTE LTD**
CSO | **Unicorn Shipping A Division of Grindrod Shipping SA (Pty) Ltd**
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| Kwa Zulu Natal | South Africa
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| ✉️ brettm@unicornshipping.co.za

Appendix A Drill scenario transcript.

Appendix B Facilitator's feedback and recommendations.

Appendix C Initial Report.

Appendix D Media holding statement.

Appendix E Sitrep's.

Appendix F Comm's to vessel.

Appendix G Vessel Drill report.

Appendix A – Drill scenario

Our product tanker KOWIE loaded with a cargo of 15 000 M/T of palm oil while on route from Singapore to Greece on 1st June 2018, at approximately 10h00 hrs local time (SA time) notes a large fishing vessel 8 Miles ahead on the port quarter with AIS turned off.

Vessel is stationary and no navigation lights or shapes displayed.

The KOWIE attempts to establish communications with the vessel but is not successful.

The Master is to take note of the security detail to establish their reaction to this scenario. *Does the security detail focus solely on the fishing vessel or do they keep a 360 degree lookout against skiffs sneaking in from the stbd quarter.*

What evasive action does the KOWIE take? What does the Security detail leader recommend the vessel do.

When the Fishing boat is abeam port side it is noted that 3 skiffs are noted to be closing in from the starboard stern quarter.

2 of the skiffs have 4 persons each onboard, 2 of the persons per skiff are armed with AK47's. These two skiffs aggressively approach the vessel. Grapples are noted within the skiffs. The 3rd skiff accelerates to abeam of the Kowie, 600m off. 3 Persons noted within the skiff.

What does the security leader advise?

Do the security detail shoot at the skiffs?

Do the security detail ask for the Master's permission prior to engaging with the skiffs. Has the crew retreated into the steering gear room.

A shudder is felt onboard the vessel. Followed by smoke and fire in the side of the hull below the manifold. It appears the 3rd skiff has fired an RPG at the KOWIE, the impact is in the hull below the manifold area.

What is the vessel's reaction? Does the security detail advise to continue to steam ahead, it being noted that the cargo tank is now ruptured and burning palm oil is leaking into the sea.

How does the security team react to the crew going to the manifold area to investigate the damage and fight the fire.

Appendix B – Feedback on the Drill

<u>Comment</u>	<u>By Who</u>	<u>Date</u>
The SMS should be amended to include that the Departure Condition should always be uploaded to Colligo as soon as possible. This can of course be done prior to departure on an as-planned basis.	RS	30/06
The Contingency Plan should be revised to include the desirability of activating the VDR immediately the event is discovered, thereafter at suitable intervals.	BMM	30/06
I believe that we should look at loading the stability software for all vessels onto a 32 gb laptop, rather than use Virtual Machine. I have no experience of VM,	MM/ZD	30/06
Let's discuss the possibility of creating a set of Contingency Plans for the ERC – to include the ship's ones, but with additional info – who to contact etc.	MM	30/06
Noted that all pc's Ipads and Phones could not log into the Emergency	BMM/ZD	08/06
Not all the Damage stability programs are on the ECR PC. IT to complete the same.	MM/ZD	30/06
The Contacts board not operating correctly. New board to be sourced.	ZD	30/06

From: [Emergency Response Centre Admin - DURUNT](#)
To: [Unicorn Shipping - Technical](#)
Subject: RE: DRILL DRILL DRILL Security Incident DRILL DRILL DRILL
Date: 01 June 2018 11:27:27

Emergency Response Initial Report

Who contacted the Office: Captain Naicker - Kowie

Ship's Name: Kowie

Time of call: 11:18

Ship's position: 08 22 N 071 00 E Heading 284 @12 knots

Type of Incident: Suspect small craft approaching vessel at very high speed

Crew injured or killed: Nil

Where damaged: N/A

What damaged: N/A

Cargo On-board: Veg Oil

Oil Spill: N/A

How much : N/A

Weather Sitrep:

Other Notes:

Response Room manned and Hilton at his desk in Singapore

Inform:

QF, HS, MW, DPA :

Port Control, USCG, Class, MTI, ECM, MPA , P&I, H&M :
Flag state MPA
Charterer or commercial :
RRDA :
Crewing :

From: Emergency Response Centre Admin - DURUNT
Sent: 01 June 2018 11:24 AM
To: Unicorn Shipping - Technical
Subject: DRILL DRILL DRILL Security Incident DRILL DRILL DRILL

Media Holding Statement

1 June 2018

1512

To be released once approved by Group Senior Management

The Management of Grindrod Shipping advises that the Vessel KOWIE is currently sailing in the HRA in the Indian Ocean and there is a suspect piracy event occurring.

Further information will be provided as it becomes available.

For any media enquiries, please contact MTI International.

MTI xxxxxxxx (local Correspondent):

MTI London: Pat Adamson + 44 7836766947

www.mtinetwork.com

From: [Emergency Response Centre Admin - DURUNT](#)
To: [Unicorn Shipping - Technical](#)
Subject: DRILL DRILL DRILL Security Incident DRILL DRILL DRILL
Date: 01 June 2018 11:23:34

Media Holding Statement

1 June 2018

1512

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MTI London: Pat Adamson + 44 7836766947

www.mtinetwork.com

From: [Emergency Response Centre Admin - DURUNT](#)
To: [Unicorn Shipping - Technical](#)
Subject: RE: DRILL DRILL DRILL Security Incident DRILL DRILL DRILL
Date: 01 June 2018 11:44:37



THIS IS A DRILL THIS IS A DRILL THIS IS A DRILL

A division of Grindrod (South Africa) (Pty) Limited

Tele: +27 31 302 7911

Fax: +27 31 307 4517

E-mail: unicorn@unicornshipping.co.za

<http://www.unicornshipping.co.za/>

-

FOLLOW UP SITUATION REPORT

Report Number: 02

Date: 01 June 2018

Time: 11:44

Information received from: Captain Naicker

Contact Numbers for updates/further information:

Master: Captain Naicker

FBB Tel : +870773930755

VSAT : +6531630138

VSAT: +6531630139

:

Email: kowie.master@grindrodfleet.com

SHIP: MT KOWIE

Location of Incident: : 08 22 N 071 00 E Heading 284 @14 knots

Date/Time of Incident: 01/06/2018 11:18

Masters Name: Captain Des Naicker

Summary of Incident:

Pirates have boarded - threat nullified

All personnel in Citadel - except Master and 2NO

Pirates fired at the vessel with RPG - hull damage below starboard manifold

Number/Details of Casualties :

Damage: Hull Damage

Authorities Involved: MTI, P&I,

Emergency Services Involved:

Response Services Involved:

Company Emergency Response Activities:

Investigation: -

Press Media Coverage:

Press Response:

Report Sheet Issued By:

Name: Kerry Everett

Title: SHEQ Assistant

Contact Details: +27 31 302 7911

From: Emergency Response Centre Admin - DURUNT
Sent: 01 June 2018 11:35 AM
To: Unicorn Shipping - Technical
Subject: RE: DRILL DRILL DRILL Security Incident DRILL DRILL DRILL



THIS IS A DRILL THIS IS A DRILL THIS IS A DRILL

A division of Grindrod (South Africa) (Pty) Limited

Tele: +27 31 302 7911

Fax: +27 31 307 4517

E-mail: unicorn@unicornshipping.co.za

<http://www.unicornshipping.co.za/>

-

FOLLOW UP SITUATION REPORT

Report Number: 01

Date: 01 June 2018

Time: 11:33

Information received from: Captain Naicker

Contact Numbers for updates/further information:

Master: Captain Naicker

FBB Tel : +870773930755

VSAT : +6531630138

VSAT: +6531630139

:

Email: kowie.master@grindrodfleet.com

SHIP: MT KOWIE

Location of Incident: : 08 22 N 071 00 E Heading 284 @12 knots

Date/Time of Incident: 01/06/2018 11:18

Masters Name: Captain Des Naicker

Summary of Incident:

Pirates armed with MPGs

2 Pirates have been shot by onboard security

Number/Details of Casualties :

Damage: N/A

Authorities Involved: P&I, MTI,

Emergency Services Involved:

Response Services Involved:

Company Emergency Response Activities:

Investigation: -

Press Media Coverage:

Press Response:

Report Sheet Issued By:

Name: Kerry Everett

Title: SHEQ Assistant

Contact Details: +27 31 302 7911

From: Emergency Response Centre Admin - DURUNT
Sent: 01 June 2018 11:27 AM
To: Unicorn Shipping - Technical
Subject: RE: DRILL DRILL DRILL Security Incident DRILL DRILL DRILL

Emergency Response Initial Report

Who contacted the Office: Captain Naicker - Kowie

Ship's Name: Kowie

Time of call: 11:18

Ship's position: 08 22 N 071 00 E Heading 284 @12 knots

Type of Incident: Suspect small craft approaching vessel at very high speed

Crew injured or killed: Nil

Where damaged: N/A

What damaged: N/A

Cargo On-board: Veg Oil

Oil Spill: N/A

How much : N/A

Weather Sitrep:

Other Notes:

Response Room manned and Hilton at his desk in Singapore

Inform:

QF, HS, MW, DPA :

Port Control, USCG, Class, MTI, ECM, MPA , P&I, H&M :

Flag state MPA

Charterer or commercial :

RRDA :

Crewing :

From: Emergency Response Centre Admin - DURUNT

Sent: 01 June 2018 11:24 AM

To: Unicorn Shipping - Technical

Subject: DRILL DRILL DRILL Security Incident DRILL DRILL DRILL

Media Holding Statement

1 June 2018

1512

To be released once approved by Group Senior Management

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Further information will be provided as it becomes available.

For any media enquiries, please contact MTI International.

MTI xxxxxxxx (local Correspondent):

MTI London: Pat Adamson + 44 7836766947

www.mtinetwork.com

From: [KOWIE - Master](#)
To: [Brett McElligott - DURUNT](#)
Cc: [Rajesh Sharma - UNT SG](#); [Mike Melly - DURUNT](#)
Subject: RE: KOWIE: Security Drill - 01/06/2018 - (1100LT SA TIME) - Feedback
Date: 04 June 2018 11:02:27

Hello Brett,

In hand, once completed will forward.

Yes, they were actually quite efficient.

Regards

Captain Des Naicker

KOWIE : Master

IMO: 9382504 Callsign: 9V8860

FBB (tel) : +870 773 930 755

Vsat(tel) : BRIDGE +65 3163 0139

Vsat (tel): MASTER +65 3163 0138

Inm-C (tlx): 456437411

E-mail: kowie.master@grindrodfleet.com

NOTE : Our email system is internet based but not monitored continuously. If you require an URGENT response please contact the ship on the FBB / VSat telephone numbers indicated above.

From: Brett McElligott - DURUNT [mailto:BrettM@grindrodshipping.com]
Sent: 04 June 2018 04:58 PM
To: KOWIE - Master <kowie.master@grindrodfleet.com>
Cc: Rajesh Sharma - UNT SG <RajeshS@unicornshipping.co.za>; Mike Melly - DURUNT <MikeM@unicornshipping.co.za>
Subject: RE: KOWIE: Security Drill - 01/06/2018 - (1100LT SA TIME) - Feedback

Hi Capt. Des

From your reply to the questions I conclude you are content with the actions of the Security team.

Please could we have your drill report for inclusion to the SHIP/SHORE annual Security exercise.

Many thanks,

Kind Regards,

Brett

Brett McElligott

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| Durban | 4001
| Kwa Zulu Natal | South Africa
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| ✉ brettm@unicornshipping.co.za



Please consider the environment before printing this email and/or any related attachments

From: KOWIE - Master <kowie.master@grindrodfleet.com>
Sent: 01 June 2018 14:36
To: Brett McElligott - DURUNT <BrettM@grindrodshipping.com>; Mike Melly - DURUNT <MikeM@unicornshipping.co.za>
Cc: Rajesh Sharma - UNT SG <RajeshS@unicornshipping.co.za>
Subject: RE: KOWIE: Security Drill - 01/06/2018 - (1100LT SA TIME) - Feedback

Hello Brett,

Please see my comments in blue:

1. The Scenario:

-

Our product tanker KOWIE loaded with a cargo of 15 000 M/T of palm oil while on route from Singapore to Greece on 1st June 2018, at approximately 11h00 hrs local time (SA time) notes a large fishing vessel 8 Miles ahead on the port quarter with AIS turned off.

Vessel is stationary and no navigation lights or shapes displayed.

The KOWIE attempts to establish communications with the vessel but is not successful.

The Master is to take note of the security detail to establish their reaction to this scenario.

Does the security detail focus solely on the fishing vessel or do they keep a 360 degree lookout against skiffs sneaking in from the stbd quarter.

Upon sighting the fishing vessel, armed guard lookout informed the team leader. On arrival to the bridge he radioed all armed guards to guard both bridge wings. Guards were fully kitted and armed.

What evasive action does the KOWIE take?

What does the Security detail leader recommend the vessel do.

His immediate response was to increase to full sea speed.

All crew working on deck to return back into accommodation and lock doors.

Code orange – all crew proceeded to 1st poop deck cross alley way.

Fire hoses were deployed.

UKMTO was contacted.

SSSAS activated

MAYDAY message broadcasted on Channel 16

When the Fishing boat is abeam port side it is noted that 3 skiffs are noted to be closing in from the starboard stern quarter.

2 of the skiffs have 4 persons each onboard, 2 of the persons per skiff are armed with

AK47's. These two skiffs aggressively approach the vessel. Grapples are noted within the skiffs. The 3rd skiff accelerates to abeam of the KOWIE, 600m off. 3 Persons noted within the skiff.

At 800 meters Team Leader used the VHF and attempted to contact Skiffs advising armed guards onboard. Code "RED" all crew to Citadel

Between 800-600 meters requested permission from master to fire warning shots. Less than 600mtrs Team requested permission "lethal force"

What does the security leader advise? Please see above comments.

Do the security detail shoot at the skiffs? YES, they work on following ranges;

- 1. 800mtrs, VHF, ship's whistle, waving of fire arms indicating armed guards onboard*
- 2. 800-600mtrs – warning shots under direct instructions from team Leader*
- 3. less than 600mtrs – lethal force "shoot to kill"*

Do the security detail ask for the Master's permission prior to engaging with the skiffs.

Yes, at all times, use of the VHF, warning shorts and lethal force.

Has the crew retreated into the steering gear room.

Yes, doors leading to Citadel have been chocked from inside.

A shudder is felt onboard the vessel. Followed by smoke and fire in the side of the hull below the manifold. It appears the 3rd skiff has fired an RPG at the KOWIE, the impact is in the hull below the manifold area.

What is the vessel's reaction? Does the security detail advise to continue to steam ahead, it being noted that the cargo tank is now ruptured and burning palm oil is leaking into the sea.

Only after all pirates were confirmed killed only then did we commence slowing down, Crew cleared the citadel.

Distance between large fishing boat was increased up to 7 miles. Stopped engine to inspect degree of damage, Contingency plan #34.

How does the security team react to the crew going to the manifold area to investigate the damage and fight the fire.

Chief officer and Bosun were escorted by the armed guards to the manifold area.

We will stand down when all under control.

Regards

Captain Des Naicker

KOWIE : Master

IMO: 9382504 Callsign: 9V8860

FBB (tel) : +870 773 930 755

Vsat(tel) : BRIDGE +65 6163 0139

Vsat (tel): MASTER +65 3163 0138

Inm-C (tlx): 456437411

E-mail: kowie.master@grindrodfleet.com

NOTE : Our email system is internet based but not monitored continuously. If you require an URGENT response please contact the ship on the FBB / VSat telephone numbers indicated

above.

From: Brett McElligott - DURUNT [<mailto:BrettM@grindrodshipping.com>]
Sent: 01 June 2018 04:09 PM
To: KOWIE - Master <kowie.master@grindrodfleet.com>
Cc: Rajesh Sharma - UNT SG <RajeshS@unicornshipping.co.za>
Subject: RE: KOWIE: Security Drill - 01/06/2018 - (1100LT SA TIME) Scenario 1:

Hi Des

Further to our discussion:

May I propose the following scenario:

I am looking at the interaction between the Ambrey Security detail and the vessel (and Office)

The ITALICS is what you observe of the security detail.

1. The Scenario:

-

Our product tanker KOWIE loaded with a cargo of 15 000 M/T of palm oil while on route from Singapore to Greece on 1st June 2018, at approximately 11h00 hrs local time (SA time) notes a large fishing vessel 8 Miles ahead on the port quarter with AIS turned off.

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Does the security detail focus solely on the fishing vessel or do they keep a 360 degree lookout against skiffs sneaking in from the stbd quarter.

What evasive action does the KOWIE take?

What does the Security detail leader recommend the vessel do.

When the Fishing boat is abeam port side it is noted that 3 skiffs are noted to be closing in from the starboard stern quarter.

2 of the skiffs have 4 persons each onboard, 2 of the persons per skiff are armed with AK47's. These two skiffs aggressively approach the vessel. Grapples are noted within the skiffs. The 3rd skiff accelerates to abeam of the KOWIE, 600m off. 3 Persons noted within the skiff.

What does the security leader advise?

Do the security detail shoot at the skiffs?

Do the security detail ask for the Master's permission prior to engaging with the skiffs.

Has the crew retreated into the steering gear room.

Second part of the scenario to follow:

Kind Regards,

Brett

Brett McElligott

HSEQ Manager | **Grindrod Shipping PTE LTD**

CSO | **Unicorn Shipping A Division of Grindrod Shipping SA (Pty) Ltd**

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| ✉ brettm@unicornshipping.co.za



Please consider the environment before printing this email and/or any related attachments

From: KOWIE - Master <kowie.master@grindrodfleet.com>

Sent: 01 June 2018 10:02

To: Brett McElligott - DURUNT <BrettM@grindrodshipping.com>

Subject: FW: KOWIE: Security Drill - 01/06/2018 - (1100LT SA TIME)

Regards

Captain Des Naicker

KOWIE : Master

IMO: 9382504 Callsign: 9V8860

FBB (tel) : +870 773 930 755

Vsat(tel) : BRIDGE +65 6163 0139

Vsat (tel): MASTER +65 3163 0138

Inm-C (tlx): 456437411

E-mail: kowie.master@grindrodfleet.com

NOTE : Our email system is internet based but not monitored continuously. If you require an URGENT response please contact the ship on the FBB / VSat telephone numbers indicated above.

From: KOWIE - Master

Sent: 31 May 2018 08:19 PM

To: Brett McElligott - DURUNT <BrettM@grindrodshipping.com>

Cc: Rajesh Sharma - UNT SG <RajeshS@unicornshipping.co.za>; Mike Allen - DURUNT <MikeA@unicornshipping.co.za>; mikem@unicornshipping.co.za; Unicorn Shipping - Technical <technical@unicornshipping.co.za>; Shaminder Rahil - UNT SG <RahilS@unicornshipping.com.sg>; KOWIE - Office <kowie.office@grindrodfleet.com>; KOWIE - CEO <kowie.ceo@grindrodfleet.com>

Subject: KOWIE: Security Drill - 01/06/2018 - (1100LT SA TIME)

Hello Brett,

Will be entering HRA early Sunday early morning (03rd June).
Hardening equipment in place, hoses will be rigged and ready for tomorrow morning.

Planning a security drill tomorrow 01/06 (11:00 SA Time), ship's time 13:00LT.

Scenario

Normal day after lunch, Bosun painting, Pumpman in the sample locker, engine room attended.
8 miles off, lookout sights two skiffs fast approaching port quarter.

Alarm will be sounded, "code amber followed code red and finally lockdown.
Purpose of the drill we will be to test the efficiency of the armed guards, positioning of hoses, crew response,
doors correctly locked with wedges, increasing to max. sea speed and contacting UKMTO (simulation only).

Any other advice you might have, please do share.
Will be in touch.

Regards

Captain Des Naicker
KOWIE : Master

IMO: 9382504 Callsign: 9V8860

FBB (tel) : +870 773 930 755

Vsat(tel) : BRIDGE +65 6163 0139

Vsat (tel): MASTER +65 3163 0138

Inm-C (tlx): 456437411

E-mail: kowie.master@grindrodfleet.com

NOTE : Our email system is internet based but not monitored continuously. If you require an URGENT response please contact the ship on the FBB / VSat telephone numbers indicated above.

Legal Notice - http://www.grindrod.com/email_legal.aspx Email

Legal Notice - http://www.grindrod.com/email_legal.aspx Email

From: [KOWIE - Master](#)
To: [Brett McElligott - DURUNT](#)
Cc: [Rajesh Sharma - UNT SG](#); [Mike Melly - DURUNT](#)
Subject: RE: KOWIE: Security Drill - 01/06/2018 - Drill Report
Date: 05 June 2018 16:47:02

Hello Brett,

When pirates came onboard the ship's crew retreated into the Citadel. [Yes](#)

From your remarks in the drill it appears the Security detail stayed outside the citadel and continued to engage the pirates.

How did they position themselves?

Did they relocate to the area surrounding the citadel or did they continue to control from the bridge.

[They positioned themselves on the bridge wings and in radio contact with the team leader.](#)

[Razor wire was fitted at all access points from the main deck to Accommodation \(P/S stairs from main deck and main catwalk\).](#)

[As discussed with the team leader during the debriefing, his men were stationed on the wings as to have an all round view.](#)

Did they ever communicate to their company events unfolding onboard.

Do they have their own communications onboard.

[They have onboard an Iridium which was used to contact AMBREY.](#)

Regards

Captain Des Naicker

KOWIE : Master

IMO: 9382504 Callsign: 9V8860

FBB (tel) : +870 773 930 755

Vsat(tel) : BRIDGE +65 3163 0139

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E-mail: kowie.master@grindrodfleet.com

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From: Brett McElligott - DURUNT [mailto:BrettM@grindrodshipping.com]

Sent: 05 June 2018 09:20 PM

To: KOWIE - Master <kowie.master@grindrodfleet.com>

Cc: Rajesh Sharma - UNT SG <RajeshS@unicornshipping.co.za>; Mike Melly - DURUNT <MikeM@unicornshipping.co.za>

Subject: RE: KOWIE: Security Drill - 01/06/2018 - Drill Report

Hi Des

Many thanks for this drill.

Some questions I would like further clarification on:

When pirates came onboard the ship's crew retreated into the Citadel.

From your remarks in the drill it appears the Security detail stayed outside the citadel and continued to engage the pirates.

How did they position themselves?

Did they relocate to the area surrounding the citadel or did they continue to control from the bridge.

Did they ever communicate to their company events unfolding onboard.

Do they have their own communications onboard.

There is no right answer to these questions, we just need further guidance so should we continue to communicate with the security establishment we have a better understanding of the security detail and their brief.

Kind Regards,

Brett

Brett McElligott

HSEQ Manager | **Grindrod Shipping PTE LTD**

CSO | **Unicorn Shipping A Division of Grindrod Shipping SA (Pty) Ltd**

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Please consider the environment before printing this email and/or any related attachments

From: KOWIE - Master <kowie.master@grindrodfleet.com>

Sent: 05 June 2018 13:17

To: Brett McElligott - DURUNT <BrettM@grindrodshipping.com>

Cc: Rajesh Sharma - UNT SG <RajeshS@unicornshipping.co.za>; Mike Melly - DURUNT <MikeM@unicornshipping.co.za>

Subject: KOWIE: Security Drill - 01/06/2018 - Drill Report

Hello Brett,

Please find attached, have left report in word.

If there any changes please forward copy.

Thanks.

Regards

Captain Des Naicker
KOWIE : Master

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NOTE : Our email system is internet based but not monitored continuously. If you require an URGENT response please contact the ship on the FBB / VSat telephone numbers indicated above.

Email

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	HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM	Page 1 of 3 Form : 3.2.3 Date : 24/Apr/2017 Rev : 1.1 App By : BMM
	Emergency Drill and Training Report Reporting Forms Manual	

Ship's Name :	MT Kowie
Date / Time :	01/06/2018
Location :	Indian Ocean (08°22'N 071°00'E)
Weather :	Wind – W- 5, Sea state - 5, Sky – c. Visibility – 7

Note:

1. Include all trainings and drills conducted on board in this report.
2. For reflective learning and learning engagement tools include Location, Facilitator, Number of attendees, Team action and Management follow up in Record of events section.

Drill/Training Type**Piracy Drill**

Scenario: Our product tanker KOWIE loaded with cargo of 15000 m/t of palm oil while on route from Singapore to Greece on 1st June 2018, at approximately 11h00 hrs local time (SA time) notes a large fishing vessel 8 Miles ahead on the port bow with AIS turned off. Vessel is stationary and no navigational lights or shapes displayed.

Record of Events:

1300	A large fishing vessel is sighted 2 points to port bow from a range of 8 NM.
	<ul style="list-style-type: none"> - Master and the security team leader called up on the Bridge by duty officer - Extra watchman called up to the Bridge, Master orders OOW to establish communications with unidentified fishing vessel. 3 attempts to communicate are made on VHF CH 16, no response from fishing vessel. - All personnel are instructed to proceed into accommodation - E/R is informed to have engines on standby/ a suspicious target is sighted. Fire pump is started immediately discharging high pressured water from 4 hoses rigged around the accommodation.
1301	CNO confirms all crew are inside the accommodation, all doors are locked and wedged from the inside.
1306	E/R confirms engines are ready for immediate use and all E/R crew is gathered in the control room
1307	Target reported 7 NM away range is closing.
1308	Master orders RPM increase. All 4 armed guards are present on the Bridge. They immediately prepare their weapons,
1312	Master contacts Company and UKMTO (+44 (0) 2392 222 060) informing them of the situation and vessels current position.
1312	Target reported 4NM away 6 points to port



- 1314 The large fishing vessel is abeam @ 4NM CPA/ 3 skiffs sighted fast approaching from the starboard quarter 5 Miles away.
- Security leader orders security team to take positions immediately, 2 on the starboard bridge wing and 1 on the port wing
- 1316 Skiffs are reported to be closing in fast 3 NM away observed with AK-47s and RPGs onboard the Skiffs.
- 1317 Master sounds general alarm and verbally announces **Code yellow x3 piracy x3** P.A system.
- Crew mustered on 1st poop-deck alleyway/ head count is made, all accounted for except for Bridge team
 - OOW transmits a piracy distress alert on INM-C, MF-HF and VHF (MAYDAY x3).
 - Master calls UKMTO again, giving updates and all necessary details.
 - Master presses the SSAS button and VDR.
- 1320 Skiffs are 1.5Nm away, it is apparent and confirmed it's pirates.
- Security leader orders his team to summon their weapons to the skiffs.
 - Security attempts communications with the skiffs on portable radio verbally warning them.
 - Security leader orders his team to activate rocket parachute flares in attempt to scare pirates away, they persist.
- 1324 1NM away security team leader confirms pirates have hostile intent, requesting permission to fire warning shots.
- Master grants permission and announces "**Code red**" x3 on the P.A system.
 - 2 warning shots fired 800-600mtrs. Pirates persist showing no intentions of aborting.
- 1326 Security requests for **lethal force**, pirates are in range (400m – 800m) and forcing to get along ships side.
- Muster grants permission.
 - Lethal shots fired, 2 skiff are down and 1 is mobile.
 - Pirates are returning fire. A shudder is felt onboard the vessel. Followed by smoke and fire in the side of the hull below the manifold. It appears the 3rd skiff has fired an RPG at the KOWIE, the impact is in the hull below the manifold area.
- 1329 Pirates managed to get onboard.
- Muster announces **code "lockdown" x3**
 - CNO confirms all crew are in the citadel locked in.
 - Bridge team proceeds down to the citadel.
- 1335 All doors are locked down and wedged, all crew are inside the citadel.



- Provisions, water, personal effects, first aid kits, etc. available.

1345 It's confirmed pirates have been killed. Kowie commence slowing down, crew cleared the citadel. Distance between large fishing boat was increased up to 7 miles. Stopped engine to inspect the degree of the damage. Contingency plan #34. Master, CNO and Pumpman escorted by guards to investigate starboard manifold.

- Palm oil flooded 3 starboard ballast tank
- CNO did a damage stability calculation
- Transfer of oily mixtures to drain tanks and slops was made.

Debriefing (Evaluation/Feedback/Suggestions for improvement/Identification of training needs etc):

Trainings were done as per company contingency plan checklist #4 and MSO procedures

Completion of Training (if identified during debriefing):

Security leader comments; "Drill was done in good time, mustering, confirming all crew inside and locked in was done in good time. The first door to the engine room (changing room door) must be the first point to the citadel. Anyone knocking should be checked.

Masters comments; "Drill was realistic, Crew should be alert at all times, personal effects should be considered when mustering, means of communications, mobile phones, portable radios etc.

2nd Engineer comment; "Supply of fresh water is available in the citadel. There is a fresh water valve".

D. Naicker

Master's Name/Signature

M. Jobela

Deck Officer's Name/Signature