



SHIP/SHORE DRILL

2015 ANNUAL EXERCISE

DATE 06 AUG 2015

Vessel name:	IVS KAWANA	Date:	06.08.2015
Position	LAT 21-39.5 N LONG 116 - 33.3 E		
Time from:	1500 LT	Time to:	1700 LT

REVIEWED AND APPROVED BY

CAPT K.RAJARAMAN

2015 SHIP/SHORE DRILL

OBJECTIVES

Specific objectives of this exercise are:

- 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 24 hour emergency number and all communication equipment
- To assess the effectiveness of implementation of contingency plan – 35 – Enclosed space rescue
- To understand and evaluate logistics requirement.
- To familiarize and to rehearse key personnel of their role during an emergency
- To ensure following IMO requirements are complied with during each drill:
 - Checking and use of personal protective equipment required for entry;
 - Checking and use of communication equipment and procedures including emergency signals;
 - Checking and use of instruments for measuring the atmosphere in enclosed spaces;
 - Checking and use of rescue equipment and procedures
 - Demonstration of first aid and resuscitation techniques
- To be prepared for the PSC concentrated inspection campaign on enclosed space rescue which is scheduled from Sep to Nov 2015
- To identify the weakness / lapses (which can be improved later) in our system

EXERCISE STRUCTURE

This Exercise is presented as one realistic scenario that could well be encountered by ship.

Responses should be realistic and based on existing policies, procedures and plans. All crewmembers and other participants are encouraged to participate openly, and to report observations and suggestions. Issues arising from the scenario should be thoroughly discussed.

This discussion is intended to encourage the Ship Management Team to examine policies, decisions and key issues relevant to response and incident management requirements.

If the team finds that the existing emergency procedures is inadequate to address the issues, it shall be noted. If any suggestions for improvement are discovered, they should be included in the “Suggestion to improvement”

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Exercise Ground Rules

- Master will contact the DPA through their regular contact phones 15 minutes before the start of the exercise in order to ensure that all is clear at both ends to proceed with the exercise.
- 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.
- At the time of the official start of the exercise, Master will give the initial notification to the DPA. The exercise will begin with this notification.
- E-mail Address to be used during the exercise :technical@grindrodshipman.com
- Following forms / procedures shall be complied with :
 - Enclosed space entry permit form 3.3.1 (strict compliance)
 - Enclosed space entry procedures , HSE procedures manual - 4.10 (strict compliance)
 - Contingency plan – 35 – *Rescue from Enclosed Space*
 - Enclosed space muster list
- Entry to enclosed space shall be in pairs only
- Although speed is vital, rescue operations should not be attempted until the necessary assistance & equipment has been mustered
- The Officer on the bridge is to record the time and bottle pressure when the BA wearer enters the space. He is then to calculate the expected exit time and warn the emergency party when the exit time is approaching.
- Appropriate rescue method and equipment should be determined based on the configuration of the space
- RECORDS - All documents and checklists exchanged by fax or email used during the Exercise should be filed in the Training file. All details to be logged in the as an evidence of the Ship Shore Exercise. Record of all verbal & written communication, copies of all scribble-sheets etc, of this scenario must be collected and kept.
- 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 calls shall be documented as part of the Exercise.

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- 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.

Parties Involved:

LEVEL OF INVOLVEMENT

- Ship and office
- P&I club
- Charterers / owners /CIRM / MRCC / crewing role was played within office

	Party / Person	Name	Telephone
1	"Vessel" / Master /	Capt. Tobias Despi	+870 783 971214
2	DPA	Capt Sunil Chopra	+65 9777 2871
3	Owner (notification level)	Roy scallan	+27 - 083- 300 7085
4	Voyage charterers – (notification level)	Roy scallan	+27 - 083- 300 7085
5	UK P&I Club (notification level)	Capt Anuj	+65 90104358
6	MRCC (notification level)	Capt Rajaraman	+65 9777 1521
7	CIRM (notification level)	Henry	+65 9777 8621
8	Manning company	Capt Rajaraman	+65 9777 1521

Preparation:

All parties were called over telephone, followed up by e-mail to appraise of the drill. All parties mentioned above participated in the drill.

All times mentioned in the report is Singapore Standard Time (GMT + 0800 Hrs).

COMMUNICATION:

Through Telephone and Email

EXERCISE SCENARIO

Rescue of casualty from enclosed space (ballast tank) and evacuation of casualty by Helicopter

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AB and OS entered ballast tank to inspect tank valve. While going down, AB notices OS falling unconscious at middle level of tank and AB immediately alerts Bosun who was standby on deck. AB manages to come out of tank safely.

Shipboard minutes of Drill

All Times Local (UTC + 8 HRS), Singapore Standard Time

Date: 06.08.2015

Timing	Event
1500	Emergency Alarm sounded followed by announcement on PA system stating enclosed space rescue from ballast tank
1502	All crew mustered and personnel in enclosed space accounted for
1504	Safe access for rescue established
1504	CNO assessed danger to crew in tank due to lack of oxygen
1505	Oxygen /gas content of tank rechecked using calibrated gas meter – O2 found 16 % .Gas levels checked and found zero.
1505	Rescue team and back up team established. Detailed instructions for rescue provided to rescue party. Resuscitation and first aid techniques established.
1506	Rescue equipment like stretcher /safety harness / SCBA bottles / lifelines /EEBD/ Resuscitator /Tripod arrangements kept in readiness and checked by chief officer
1507	PPE to be used by rescue team including personal gas detector checked by CNO and found in order.
1508	Communications tested – Walkie talkie channel number – 06. Rescue team informed to communicate at intervals of not more than 5 minutes. Emergency signals also established
1508	Additional ventilation provided using portable blowers
1508	Additional lighting provided using flash lights
1509	Rescue team made entry wearing proper PPE and breathing apparatus – Bottle pressure checked and reported to bridge 200 bars each.
1509	3NO on bridge noted pressure of breathing apparatus and calculated expected duration so as to warn rescue team
1510	Resuscitation equipment / first aid kit lowered into tank
1510	Sufficient crew standby at entry to space for surveillance and rescue
1510	Tripod arrangement rigged using ropes/blocks
1514	Rescue team locates casualty, reports to CNO that OS condition is critical with severe bleeding from head and renders First Aid / resuscitation.
1518	Casualty lifted using stretcher / tripod arrangement with assistance of rescue team in tank and crew on deck
1520	Rescue team out of tank. Bottle pressures noted and reported to bridge
	First aid/ resuscitation continued and bleeding reduced
1525	Casualty transported to Hospital.
1526	Enclosed space secured
1530	Master contacts CIRM for medical assistance
1535	CIRM advises master to evacuate the casualty as his condition is critical
1540	Master contacts MRCC
1545	Closest MRCC is Hong Kong which confirms air evacuation in 15 mins.
1600	Helicopter was dispatched by MRCC to rescue casualty
1615	Master conforms that helicopter has arrived with medical team for evacuating casualty
1620	Casualty evacuated safely
1620	Documents like passport/sea man's book/crew list etc. sent with evacuation team
1622	Debriefing held
1637	Drill called off

2015 SHIP/SHORE DRILL

Drill pictures

ENCLOSED SPACE RESCUE DRILL 06 AUGUST 2015



MUSTERING AFTER EMERGENCY ALARM SOUNDED AND ANNOUNCEMENT ON PA FOR RESCUE OF CASUALTY IN BALLAST TANK



MASTER CALLING DPA 24HRS NUMBER



CREW PROCEEDING TO THE SCENE OF CASUALTY



CHECKED THE BOTTLE PRESSURE AND REPORTED TO THE BRIDGE (200 BAR)



RESCUE TEAM ESTABLISHED



TESTED COMMUNICATION EQUIPMENT



CHECKED OXYGEN AND GAS LEVEL



CHECKED FIRST AID KIT



CHECKED LIFELINE

2015 SHIP/SHORE DRILL



CHECKED EEBD



**CHECKED TRIPOD AND
BLOCKS**



**CHECKED RESUSCITATION
EQUIPMENT**



**BRIEFING PRIOR TO ENTRY IN
TANK**



**RESCUE TEAM ENTERING FOR
RESCUE**



**RESCUE TEAM ENTERING FOR
RESCUE**



**RESUSCITATION
EQUIPMENT/FIRST AID KIT
LOWERED INTO TANK**



**CREW STANDBY OUTSIDE
FOR SURVEILLANCE AND
READY TO ASSIST**



**ADDITIONAL VENTILATION
PROVIDED**

2015 SHIP/SHORE DRILL



**TRIPOD ARRANGEMENT
RIGGED USING ROPES AND
BLOCKS**



**RESCUE TEAM LOCATES THE
CASUALTY AND RENDERS
FIRST AID AND
RESUSCITATION**



**CASUALTY LIFTED WITH
ASSISTANCE OF RESCUE
TEAM IN TANK AND CREW ON
DECK**



RESCUE TEAM OUT OF TANK



**RESCUE TEAM OUT OF TANK
AND BOTTLE PRESSURE
NOTED AND REPORTED TO
BRIDGE**



**CASUALTY TRANSPORTED TO
HOSPITAL**



ENCLOSED SPACE SECURED



**MASTER CALLING CIRM
REQUESTING MEDICAL
ADVICE**



**MASTER CONTACTING MRCC
HONGKONG**

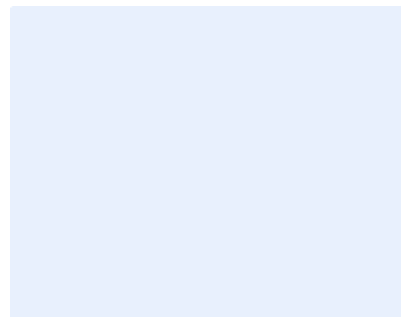
2015 SHIP/SHORE DRILL



COMMUNICATION WITH
HELICOPTER



DEBRIEFING OF ALL CREW



RECORD OF COMMUNICATIONS

To: Capt. Sunil Chopra - DPA
From: Master - IVS Kawana

06/08/2015

Subj: Accident Report / Enclosed Space Rescue and Evacuation Drill

Dear Capt. Chopra,

As reported recently over the phone, at 0700 UTC today 06/Aug, we have one casualty inside ballast tank and we are presently organizing rescue and evacuation from enclosed space. We will send details of accident in next follow up report.

Thanks & B.regards

Capt. Tobias Despi
Master, M/V IVS Kawana
F250 Tel: +870 773 207933 Masters cabin
F250 Tel: +870 783 971214 Bridge
Vsat Tel: +44 845 8057659 Masters cabin
Inm-C (tlx): 456389010@C12.stratosmobile.net
Email: master.9V9371@globeemail.com

DRILL DRILL DRILL

Dear Master

Noted that you have a casualty inside ballast tank.

Kindly refer to contingency procedures – 35 - Rescue from enclosed space and Muster list and ensure safe evacuation from enclosed space.

Recheck gas / oxygen level prior entry by rescue team.

Please note the following:

2015 SHIP/SHORE DRILL

Entry to enclosed space shall be in pairs only

Although speed is vital, rescue operations should not be attempted until the necessary assistance & equipment has been mustered

The Officer on the bridge is to record the time and bottle pressure when the BA wearer enters the space. He is then to calculate the expected exit time and warn the emergency party when the exit time is approaching.

Appropriate rescue method and equipment should be determined based on the configuration of the space

Please advise us if any assistance is required from our end.

Kindly provide complete details once casualty is evacuated from enclosed space.

Best regards

Capt K.Rajaraman

DPA/CSO/HSEQ MANAGER

Grindrod Ship Management, a division of Grindrod Shipping Pte. Ltd.

200 Cantonment Road #03-01 Southpoint Singapore 089763

T: +65 6323 0048 HP: +65 9777 1521 E: Rajaramank@grindrodshipman.com

Website: <http://www.grindrod.co.za/>

TO: CIRM

FROM: MASTER - IVS KAWANA

SUBJECT: REQUEST FOR MEDICAL ADVICE

DEAR SIR,

PLS. BE ADVISED THAT WE HAVE ONE INJURED CREW ON BOARD DUE TO TANK ACCIDENT. HE HAS A SEVERE HEAD INJURY AND REQUIRED IMMEDIATE MEDICAL ATTENTION. PLS. SEE ATTACHED EMERGENCY INFORMATION FORM. AWAITING YOUR IMMEDIATE MEDICAL ADVICE.

Thanks & B.regards

Capt. Tobias Despi

Master, M/V IVS Kawana

F250 Tel: +870 773 207933 Masters cabin

F250 Tel: +870 783 971214 Bridge

Vsat Tel: +44 845 8057659 Masters cabin

Inm-C (tlx): 456389010@C12.stratosmobile.net

Email: master.9V9371@globeemail.com

2015 SHIP/SHORE DRILL

4.1.9 MEDICAL EMERGENCY INFORMATION FORM -(B) IN THE CASE OF INJURY

1 Routine information about the ship

- 1.1 Name of ship IVS KAWANA
- 1.2 Call sign: 9V9371
- 1.3 Date and time (GMT): 06 AUG 2015 0700 UTC
- 1.4 Course, speed, position, and cargo: 210 T / 12.4 KTS / 21–45.1N 116–37.4 E / WIRE ROD
- 1.5.1 Port of destination MAP TA PHUT, THAILAND which is 5 days away
- 1.5.2 Nearest port HONGKONG which is 11 HOURS away
- 1.5.3 Alternative port SHANGJIANG which is 20 DAY away
- 1.6 local weather (if relevant) MODERATE

2 Routine information about the patient

- 2.1 Surname: BERNARDO PEREZ
- 2.2 Other names: BERNARD
- 2.3 Rank: OS
- 2.4 Job on board (specify kind of work, not just the trade): DECK WORKS
- 2.5 Age and sex: 27 / MALE

3 History of the injury or injuries

- 3.1 **Exactly** how did the injury or injuries occur? FELL UNCONCIOUS IN BALLAST TANK
- 3.2 Did the patient lose any blood? If so, how much? YES ABOUT 200cc
- 3.3 When did the injury or Injuries occur? 06 AUG 2015 0700 UTC
- 3.4 How long before the accident did the patient last eat or drink? 3 HOURS AGO
- 3.5 What does the patient complain of? (List the complaints in order of importance or severity)-
PATIENT UNCONCIOUS
- 3.6 List all past illnesses/injuries/operations. - NA
- 3.7 List **All** medicines/tablets/drugs that the patient was taking **before the present Injury or Injuries** occurred, indicating doses and frequency of administration.- NONE
- 3.8 Has the patient been taking any alcohol? - NO
- 3.9 Do you think the patient might have taken narcotic drugs, amphetamine, etc? NO
- 3.10 Does the patient remember everything that happened? If not, how long before the accident is or her last clear memory? PATIENT UNCONCIOUS
- 3.11 Did the patient lose consciousness, even for a very short time? If so, for how long and when in relation to the injury? 30 MINUTES

4 Results of examination of patient

- 4.1 Note temperature, pulse, blood pressure, and respiration. 37 – 78 – 110/75 – BREATHING DIFFICULTY
- 4.2 Describe the general condition of the patient. UNCONCIOUS
- 4.3 List what you believe to be the patient's Injuries in order of importance and severity. HEAD INJURY
- 4.5.1 What tests have you done (urine, blood, other) and what were the results? NONE
- 4.5.2 Give the results, if available, of any previous blood tests, X-rays, or other investigations. NONE

5 Treatment

- 5.1 Describe first aid and other treatment you have administered since the injury or injuries occurred. CONTROL BLEEDING / STERILE GAUZE DRESSING APPLIED OVER THE WOUND AND HELD FIRMLY IN PLACE BY A BANDAGE CLEAR AIRWAY
- 5.2 List **ALL** the medicines/tablets/drugs that the patient has taken or been given, and indicate the dose(s), the number of times given, and frequency of administration. NONE
- 5.3 How has the patient responded to the treatment? NA

6 Problems

- 6.1 What problems are worrying you now? LOSE OF LIFE
- 6.2 What do you need advice about? MEDICAL ADVICE

7 Other comments

8 Comments by the doctor

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To : Master - IVS Kawana
Fr : CIRM

Dear Captain,

As condition of casualty is critical, pls arrange for evacuation from vessel, if possible.

Meanwhile provide first aid on board and stop bleeding.

Best Regards,
CIRM

DRILL DRILL DRILL

Dear Roy

Please inform owners / charterers.

Best regards

Capt K.Rajaraman

DPA/CSO/HSEQ MANAGER

Grindrod Ship Management, a division of Grindrod Shipping Pte. Ltd.

200 Cantonment Road #03-01 Southpoint Singapore 089763

T: +65 6323 0048 HP: +65 9777 1521 E: Rajaramank@grindrodshipman.com

Website: <http://www.grindrod.co.za/>

DRILL DRILL DRILL

Dear Master

Please contact nearest MRCC and request for helicopter evacuation.

Also advise if casualty is conscious now.

Best regards

Capt K.Rajaraman

DPA/CSO/HSEQ MANAGER

Grindrod Ship Management, a division of Grindrod Shipping Pte. Ltd.

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DRILL DRILL DRILL

GD Raja

Thank you for your message.

We confirm that the chrts have been advised.

Thank you.

Regards

Roy Scallan

Island View Shipping

a division of Grindrod Shipping Pte. Ltd of Singapore

Tel(Switchboard): +27 31 3021800

Tel(Direct): +27 31 3021842

Mobile: +27 83 3007085

Fax: +27 866796050

Email: handy@ivs-int.com

DRILL DRILL DRILL

2015 SHIP/SHORE DRILL

To UK P&I club:

Dear Anuj

We have a casualty on board IVS KAWANA.

Please find details of the incident.

Master has contacted CIRM for medical advice.

As the condition is critical, we are arranging for helicopter evacuation.

Kindly acknowledge.

Best regards

Capt K.Rajaraman

DPA/CSO/HSEQ MANAGER

Grindrod Ship Management, a division of Grindrod Shipping Pte. Ltd.

200 Cantonment Road #03-01 Southpoint Singapore 089763

T: +65 6323 0048 HP: +65 9777 1521 E: Rajaramank@grindrodshipman.com

Website: <http://www.grindrod.co.za/>

Dear Capt. Rajaraman,

Noted, we will proceed accordingly.

Casualty is semi-conscious at present.

Brgds,

Capt. Despi

DRILL DRILL DRILL

Dear Capt Rajaraman,

Thank you for your notification of the matter.

Please let us know the following:

- Name / Rank / Nationality of casualty
- Location of vessel and destination where the casualty will be landed.

We can appoint local correspondents at the destination to assist in case Members would like such assistance.

Thanks & Regds,

Capt Anuj Velankar

Direct : +65 63099687

Mobile : +65 90104358

for Thomas Miller (South East Asia) Pte Ltd.

Managers of the Singapore branch

2015 SHIP/SHORE DRILL

TO: MRCC HONGKONG
FM: MASTER - IVS KAWANA

SUBJECT: REQUEST MEDIVAC

DEAR SIR,

AS PER ADVISED FROM CIRM, WE REQUEST FOR IMMEDIATE MEDICAL EVACUATION OF ONE INJURED CREW DUE TO TANK ACCIDENT.

SHIP'S NAME / CALL SIGN: IVS KAWANA / 9V9371 IMO NUMBER: 9303376

POSITION: LAT 21-39.5 N LONG 116 - 33.3 E

DATE/TIME: 06 AUG 2015 / 0730 UTC

PRESENT COURSE: 210T

PRESENT SPEED: 12.5 KTS

WEATHER: MODERATE / PARTLY CLOUDY

WIND DIRECTION: N

WIND FORCE: 4

VISIBILITY: 7-10 MILES

COMMUNICATION: MF/HF 2182 kHz, VHF CH 16 & 70 HELICOPTER ACCESS: HATCH COVER NO. 5 WINCH ONLY HATCH COVER # 5 DIMENSION: 20.8M X 19.30M (CLEAR) DECK CRANES: BETWEEN HATCH 1 & 2, BETWEEN HATCH 3 & 4, BETWEEN HATCH 4 & 5.

VESSEL MEAN DRAFT: 9.24 M

FREEBOARD TO TOP OF HATCH COVER: 6.41 M

CASUALTY DETAILS:

NAME: BERNARDO PEREZ

RANK: OS

NATIONALITY: FILIPINO

AGE: 27

HEIGHT: 176 CM

WEIGHT: 56 KG

INJURY: HEAD INJURY

PRESENT CONDITION: SEMI-CONCIOUS

Thanks & B.regards

Capt. Tobias Despi

Master, M/V IVS Kawana

F250 Tel: +870 773 207933 Masters cabin

F250 Tel: +870 783 971214 Bridge

Vsat Tel: +44 845 8057659 Masters cabin

Inm-C (tlx): 456389010@C12.stratosmobile.net

Email: master.9V9371@globeemail.com

From MRCC:

We will send helicopter for evacuation of casualty within 15 minutes.

Please keep the casualty in readiness for evacuation.

MRCC HONGKONG

2015 SHIP/SHORE DRILL

DRILL DRILL DRILL

Dear Anuj

SHIP'S NAME / CALL SIGN: IVS KAWANA / 9V9371 IMO NUMBER: 9303376
POSITION: LAT 21-39.5 N LONG 116 - 33.3 E
DATE/TIME: 06 AUG 2015 / 0730 UTC
PRESENT COURSE: 210T
PRESENT SPEED:12.5 KTS

CASUALTY DETAILS:

NAME: BERNARDO PEREZ
RANK: OS
NATIONALITY: FILIPINO
AGE: 27
HEIGHT: 176 CM
WEIGHT: 56 KG
INJURY: HEAD INJURY
PRESENT CONDITION: SEMI-CONCIOUS

MRCC Hongkong will dispatch helicopter for evacuation in 10 minutes.

Please liaise with our local agent (xxxxx) and appoint local correspondents accordingly.

Best regards

Best regards

Capt K.Rajaraman

DPA/CSO/HSEQ MANAGER

Grindrod Ship Management, a division of Grindrod Shipping Pte. Ltd.

200 Cantonment Road #03-01 Southpoint Singapore 089763

T: +65 6323 0048 HP: +65 9777 1521 E: Rajaramank@grindrodshipman.com

Website: <http://www.grindrod.co.za/>

Dear Master

Please advise if helicopter has arrived.

Also send documents like passport / seamans book ,crew list etc to the evacuation team.

Best regards

Capt K.Rajaraman

DPA/CSO/HSEQ MANAGER

Grindrod Ship Management, a division of Grindrod Shipping Pte. Ltd.

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Website: <http://www.grindrod.co.za/>

2015 SHIP/SHORE DRILL

DRILL DRILL DRILL

Dear Capt Rajaraman,

Thank you for the details and noted.

We have informed our general correspondents for Hong Kong Thomas Miller (Hong Kong) Ltd of the situation and they will establish contact with the agents to keep track of the situation.

You may get in touch with them after hours and over the weekend if required at - +85291955459

Thanks & Regds,
Capt Anuj Velankar

Direct : +65 63099687
Mobile : +65 90104358

for Thomas Miller (South East Asia) Pte Ltd.
Managers of the Singapore branch

TO: MRCC HONGKONG
FROM: MASTER - IVS KAWANA

DEAR SIR,

NOTED WITH THANKS, WE WILL PREPARE THE CASUALTY FOR SAFE AIR LIFT.

BRGDS,
MASTER - IVS KAWANA
TO: CAPT. CHOPRA / CAPT. RAJARAMAN
FM: MASTER - IVS KAWANA

06/08/2015

SUBJ: MEDIVAC / ENCLOSED SPACE RESCUE AND EVACUATION DRILL

DEAR SIR,
PLS. BE ADVISED THAT HELICOPTER HAS ARRIVED WITH MEDICAL TEAM AND SAFELY EVACUATED THE CASUALTY AT 0820 UTC 06/AUG.
WE HANDED OVER TO EVACUATION TEAM HIS PASSPORT, SEAMANS BOOK, CREW LIST AN A SHORT MASTER'S REPORT OF THE ACCIDENT.

Thanks & B.regards
Capt. Tobias Despi
Master, M/V IVS Kawana
F250 Tel: +870 773 207933 Masters cabin
F250 Tel: +870 783 971214 Bridge
Vsat Tel: +44 845 8057659 Masters cabin
Inm-C (tlx): 456389010@C12.stratosmobile.net
Email: master.9V9371@globeemail.com

2015 SHIP/SHORE DRILL

Debriefing

Debriefing / training carried out on vessel after completion of drill.

Following points were discussed onboard

1. Safety procedures to be taken before entering an enclosed space.
2. Emergency preparedness when responding to emergency situation.
3. Familiarization of equipment to be used during enclosed space rescue and evacuation of casualty.
4. Casualty evacuation procedures.
5. First aid application for head injury.
6. Proper action and communication in an emergency situation.
7. Individual duty and responsibility during emergency.

Drill or Exercise Evaluation Worksheet

Were all personnel knowledgeable of their duties and responsibilities for this type of event?	Yes	Muster list was prepared for enclosed space rescue and duties were followed as per muster list / contingency plan
Were all personnel capable of performing the duties expected of them?	Yes	All ship staffs including office personnel have performed their duties quite well
Were proper procedures followed including use of PPE?	Yes	Procedures were all complied with. All crew members were properly clad for the drill and appropriate PPE worn by all crew
Were gas meters in good working condition	Yes	Company has recently provided gas meters to all vessels
Were plans and other written instructions accurate and non-contradictory?	Yes	Guidance & Instructions in the muster list and contingency plan were relevant.
Were response activities appropriately documented during the incident?	Yes	Documentation was handled well
Timely implementation of procedures as per contingency plan	Yes	Master was well versed with the muster list / contingency plan; hence his action was prompt and to the point.
Were all rescue equipment including communication were found in order?	Yes	All rescue and communications were in order. All equipment were tested prior entry.
Are modifications to the contingency Plan required?	No	The contingency plan procedures along with muster list was found to be adequate for handling such emergencies. However, contingency plan need to be updated time –to-time when any additional measures are recommended
Are new or modified training plans needed for personnel?	No	Present drill planner is sufficient
Have any "Best Practices" been identified that may be shared with others?	Yes	Master has sent photos of the drill which shall be shared with the fleet along with this report

2015 SHIP/SHORE DRILL

Overall objectives of the drill were found satisfactory. However there is scope for improvement which can be obtained through frequent drills.

Response by vessel and office staff to the handling of the incident was satisfactory.

With very effective briefing, ship staff found the drill very fruitful.

FINDINGS / COMMENTS / SUGGESTION FOR IMPROVEMENT

- Rescue harness was used to rescue casualty. It is strongly recommended that stretcher is used for this purpose
- There has been delay in communication due to bad email connection causing timings inaccuracy.
- Tripod arrangements not satisfactory for proper lifting
- Demonstration in use of first aid and resuscitation techniques was not satisfactory

Corrective actions:

- Stretcher to be used during next drill or in case of real incident to evacuate casualty
- In case of bad email connection , Master to use phone or other alternative equipment
- Tripod arrangements to be properly adjusted / fitted to ensure safe lifting of casualty.
- Master to conduct training in first aid and resuscitation techniques (Target date 07 Aug 2015)

First aid and resuscitation techniques



OPEN THE AIRWAY



CHECK THE PULSE



DEMO HOW TO APPLY CPR



HOW TO USE MANUAL RESUSCITATOR



APPLIED MAUAL RESUSCITATION



EXPLAINED HOW TO USE OXYGEN BOTTLED RESUSCITATOR

2015 SHIP/SHORE DRILL



CHECK THE GAUGE LEVEL



APPLIED RESUSCITATION TO
THE VICTIM