



2016 SHIP/SHORE DRILL

2016 ANNUAL EXERCISE

DATE 11 AUG 2016

Vessel name:	IVS SUNBIRD	Date:	11.08.2016
Position	LAT 21-49S LONG 103-29E		
Time from:	1030 SGT	Time to:	1200 SGT

REVIEWED AND APPROVED BY

CAPT K.RAJARAMAN



2016 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 Masters response to react to an incident where refugees are discovered in an overturned and sinking boat
- 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 – 36 – Rescue of refugees
- 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

➤ **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”



2016 SHIP/SHORE DRILL

➤ **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.
- Following forms / procedures shall be complied with :
 - Contingency plan – 36 – *Rescue of refugees*
- 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.

➤ **Parties Involved:**

LEVEL OF INVOLVEMENT

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



2016 SHIP/SHORE DRILL

Party / Person	Name	Telephone
"Vessel" / Master /	Capt.	+870 783 971214
DPA	Capt K.Rajaraman	+65 9777 2871
Incident Manager	Henry	+65 9777 8621
Incident coordinator	Capt Rajaraman	+65 9777 1521
Marine/technical support	Joey	+65 9777 6536
Support team	Denver	+65 9777 6681
UK P&I Club (notification level)	Capt Anuj	+65 90104358
Guest	Capt Rajesh	+65 9777 8773
Guest	Capt Hilton	+65 97771508

➤ **Preparation:**

All parties were informed prior 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**

- Vessel is in position XXXX and bound for Australia.
- Bridge watch keeper notes that at 3 NM away there appears to be objects in the water. The Temperature is 35 deg.
- OOW views through binocular and notices a dingy capsized. Many people are clinging onto the dingy hull. Not many people have lifejackets.
- OOW informs Master.
- Master proceeds half a mile near the dingy and finds about 10 persons in distress. All persons were male and adults.
- Master sounds the general alarm and announces in the PA system.
- Master calls company through 24 hour emergency number and informs the situation
- Master sends distress alert to MRCC and ships in vicinity using all available means
- Engine room manned and engines ready for manoeuvring
- Master stops vessel and refugees try to swim towards vessel.
- Third officer designated as officer in charge for communication
- Refugees shout for help.
- Master musters all crew and complies with section 36 of contingency plan (RESCUE OF REFUGEES AT SEA)
- Additional lookouts posted
- Rescue equipment like ladders , lifebuoys , cargo slings , cranes , lifeboats kept in readiness



2016 SHIP/SHORE DRILL

- Master throws one life raft and few lifebuoys overboard and the refugees board the life raft.
- Master lowers food , water , blankets , clothes and medical assistance to refugees
- Master finds out that refugees were from Indonesia and there are no casualties
- Master contacts nearest MRCC and informs them of the situation
- MRCC informs master they will send rescue crafts and render assistance.
- Rescue crafts arrive in vicinity and picks up the refugees.
- Vessel proceeds on her voyage
- Liferaft allowed to drift. NAVWARNING sent by master to MRCC and ships in vicinity

Shipboard minutes of Drill

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

Vessel: MV IVS Sunbird	Date: 11 AUGUST 2016	Time of drill: 10:30 – 12:00
Description of drill: REFUGEE RESCUE DRILL		
Vessel Position: LAT 21-48S LONG 103-26E / Clear sky & Moderate sea		

Scenario:

Timing	Main events
10:30	Vessel is in position and bound for Bunbury, Australia. Bridge OOW noticed about 3 NM away an objects in the water and upon viewing through binoculars appears to be a dingy capsized.
10:31	Bridge OOW informs Master.
10:32	Master on the Bridge sounds the general alarm and announces in the PA system.
10:33	Master called company through 24 hour emergency number and informs the situation.
10:40	Initial notification was sent to MRCC Australia. Distress alert was also sent to MRCC and nearby ships using all available means.
10:50	Engine room manned and engine ready for manoeuvring. Vessel proceeds and stopped at LAT 21-50S LONG 103-29E half a mile near the dingy and finds about 10 persons in distress. All persons were male and adults.
10:55	3NO designated OIC for communication completed MASTREP sending.
11:00	Master mustered all crew and initiated compliance with Contingency plan Sec.36 (RESCUE OF REFUGEES AT SEA)
11:05	Rescue equipment like ladders, lifebuoys, cargo slings, cranes, lifelines, etc. and lifeboats kept ready.
11:08	Vessel threw one life raft and few lifebuoys overboard and the refugees board the life raft.
11:12	Crew lowered food, water, blankets, clothes and medical assistance to refugees. All persons were in good health.
11:20	Refugees were found to be all Indonesian fishermen who encountered bad weather and engine trouble. Drifting for about 3 days now and running out of food supplies.



2016 SHIP/SHORE DRILL

11:25	Master in contact with MRCC informs them of situation.
11:26	MRCC informs Master that rescue crafts were dispatched and will render assistance with ETA of about an hour. Additional lookout was posted.
11:30	Rescue crafts arrive in vicinity and picks up the refugees.
11:32	Vessel resumed her voyage
11:33	Life raft allowed to drift. NAVWARNING sent by master to MRCC and ships in vicinity
11:35	Debriefing held at Nav bridge.
12:00	Drill completed.

➤ Drill pictures





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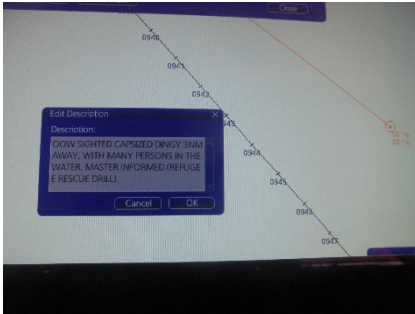


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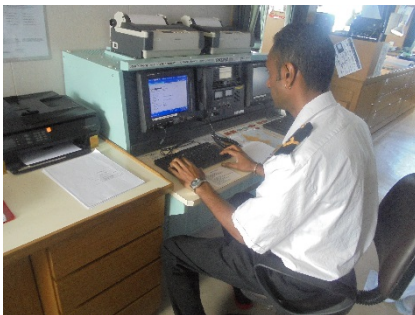
Note recorded on ECDIS upon sighting



Position recorded and course to steer to Refugees mapped



3NO maintain sharp look out for persons in the water.



3NO responsible for communication during emergencies, sends undesignated distress alert.



Crew muster at boat stations



Ladder rigged



Life raft on standby to launch



Rescue Boat on Standby to launch



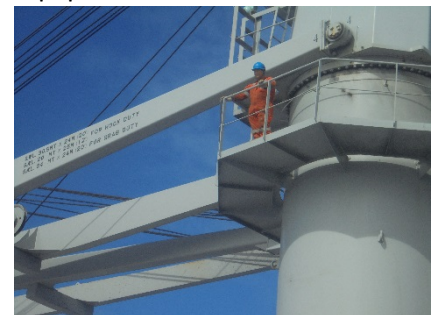
Crew on standby with LSA equipment.



Crew on standby with First Aid Equipment, blankets etc.



Crew ready to assist Refugees



Crane on standby for use.



2016 SHIP/SHORE DRILL

Date	Time	Source	Type	Latitude	Longitude	SOG/Air	COS-T	#OS-T	COSR
2016-08-11	06:00:14	EC0002	Passive	22°16'43.55"	103°58'11.99"	11.3	137.2	137.2	N
2016-08-11	05:32:25	EC0002	Passive	22°12'19.85"	103°51'28.65"	11.4	136.1	137.3	N
2016-08-11	05:01:22	EC0001	Auto	22°08'46.43"	103°46'50.78"	11.1	135.1	137.7	N
2016-08-11	04:50:29	EC0001	Passive	22°08'38.93"	103°46'20.16"	11.0	137.2	137.2	N
2016-08-11	04:30:17	EC0001	Passive	22°04'48.23"	103°42'43.98"	11.4	140.4	136.3	N
2016-08-11	04:00:44	EC0001	Passive	22°02'20.25"	103°38'01.98"	11.0	133.5	136.2	N
2016-08-11	04:00:10	EC0002	Passive	22°01'29.5	103°38'01.05"	10.9	133.8	137.5	N
2016-08-11	03:38:17	EC0001	Passive	21°57'24.21"	103°31'30.12"	10.7	127.6	136.1	N
2016-08-11	03:20:00	EC0001	Passive	21°53'16.05"	103°30'37.72"	10.8	139.5	136.1	N
2016-08-11	02:49:35	EC0002	Auto	21°55'21.25"	103°20'50.4	10.7	134.9	137.7	N
2016-08-11	02:30:00	EC0001	Passive	21°48'17.25"	103°26'40.04	11.0	131.1	136.4	N
2016-08-11	02:30:00	EC0001	Auto	21°48'18.193"	103°26'44.51	11.0	136.1	136.3	N
2016-08-11	02:20:00	EC0001	Passive	21°44'11.05"	103°22'48.81	11.2	124.3	136.8	N
2016-08-11	01:31:00	EC0001	Passive	21°42'14.45"	103°18'46.65	11.0	138.9	137.4	N
2016-08-11	01:00:00	EC0001	Passive	21°35'29.45"	103°14'30.91	11.2	140.9	136.1	N
2016-08-11	01:01:22	EC0001	Auto	21°42'14.45"	103°18'46.65	11.1	136.5	137.1	N
2016-08-11	01:00:00	EC0001	Passive	21°35'33.05"	103°14'33.91	11.1	136.5	137.1	N
2016-08-11	00:20:22	EC0001	Passive	21°27'06.85"	103°06'30.98	10.7	126.2	130.2	N
2016-08-11	23:02:22	EC0001	Auto	21°15'49.15"	102°51'12.12	10.8	135.9	137.1	N
2016-08-10	23:01:31	EC0001	Passive	21°22'02.25"	102°38'40.78	10.9	136.5	137.3	N
2016-08-10	22:49:35	EC0001	Auto	21°15'49.15"	102°51'12.12	10.7	136.5	137.3	N
2016-08-10	22:35:05	EC0002	Passive	21°16'03.15"	102°54'33.91	10.8	133.9	137.1	N



Arrival at Refugee Dingy position

Master debriefing at Nav. bridge, crew stand down upon completion.

Master calling 24HRS Emergency call out number.

➤ Debriefing

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

Following points were discussed onboard

1. Safety of own crew not to be compromised
2. Reference to be made to IAMSAR Vol III and ship specific "Plan for recovery of persons from water" while picking up refugees
3. Contingency plan no 36 shall be referred to for rescue of refugees at sea
4. P&I to be involved prior picking up refugees
5. Record of all events to be maintained
6. Relevant parties like Flag state / MRCC /Charterers etc as per contingency plan to be to be informed
7. Deviation statement with distance and fuel consumed to be recorded accurately to ensure that vessel does not face disputes or claims from charterers.

➤ Drill or Exercise Evaluation Worksheet

Were all personnel knowledgeable of their duties and responsibilities for this type of event?	Yes	Contingency plan section 36 was complied with
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 plans and other written instructions accurate and non-contradictory?	Yes	Guidance & Instructions in contingency plan were relevant.
Were response activities appropriately documented during the incident?	Yes	Documentation was handled well
Timely implementation of	Yes	Master was well versed with the contingency plan; hence



2016 SHIP/SHORE DRILL

procedures as per contingency plan		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.
Are modifications to the contingency Plan required?	No	The contingency plan procedures 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?	No	We will consider identifying Best practices from further drills

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

1. 24 hour emergency contact number for Grindrod ship management to be included in Emergency Response Initial Report

➤ RECORDS OF COMMUNICATION:

Emergency Response Initial Report

Who contacted the Office: Master

Ship's Name: IVS sunbird

Time of call: 1035 SGT

Ship's position: LAT 21-28S LONG 103-26E

Type of Incident: REFUGEES IN WATER

Crew injured or killed: NIL

Where damaged: NIL



2016 SHIP/SHORE DRILL

What damaged: NIL

Cargo On-board: BALLAST

Oil Spill: NIL

What type: NIL

How much: NIL

Weather Sitrep: Wind SE , 15 kts . Swell SSW , Height 2 m

Other Notes:

FM: MASTER M/V "IVS SUNBIRD"

Vessel at LAT 21-28S LONG 103-26E sighted a DINGY CAPSIZED, 3nm away with people clinging on its hull with some not wearing lifejackets.

Vessel will proceed 0.5nm near the dingy to assess situation.

Inform:

QF, HS, MW, DPA : YES

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

Charterer or commercial : YES

RRDA : NA

Crewing : YES

Dear Master

Initial information over phone well received.

Noted that vessel has spotted a capsized dingy with crew clinging to it.

Please muster all crew and prepare for rescue operations.

Manoeuvre vessel close to dingy.

Please send us initial notification form.

Also nominate one crew to lock down all stores/ accommodation in case vessel has to pick up the survivors.

For further communications please call 65 – 66321303

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/>



2016 SHIP/SHORE DRILL

From: IVS SUNBIRD - Master [<mailto:IVSSUNBIRD.MASTER@grindrodfleet.com>]
Sent: Thursday, 11 August, 2016 10:40 AM
To: Rajaraman Krishnamoorthy - GSH SG
Cc: Henry Dayo - GSH SG; Hilton Stroebele - UNT SG
Subject: MRCC-NOTIFICATION

“THIS IS A DRILL”
TO: MRCC AUSTRALIA (CANBERRA)
rccaus@amsa.gov.au

FM: MASTER M/V “IVS SUNBIRD”

Please be informed that vessel at **LAT 21-28S LONG 103-26E** sighted a DINGY CAPSIZED, 3nm away with people clinging on its hull with some not wearing lifejackets.
Vessel will proceed 0.5nm near the dingy to assess situation.

Awaiting your response.
Best regards,
Capt. Celso Cruz Torlao Jr.

Master of IVS Sunbird
Line 1 voice Vsat : +1(904)900-6635- Master's cabin
Line 2 voice Vsat : +1(904)900-6637- Bridge
Iridium Voice : +8816 7773 9143 - Bridge
Inm - C (tlx): 456347510
E-mail: ivssunbird.master@grindrodfleet.com

“THIS IS A DRILL”

TO: MRCC AUSTRALIA (CANBERRA)
rccaus@amsa.gov.au

FM: MASTER M/V “IVS SUNBIRD”

Vessel now 0.5nm near the dingy and found 10 persons in distress. All male and adults.

We are now on standby and manoeuvring around the dingy, ready to stop and provide safe assistance.

Best regards,
Capt. Celso Cruz Torlao Jr.

Master of IVS Sunbird
Line 1 voice Vsat : +1(904)900-6635- Master's cabin
Line 2 voice Vsat : +1(904)900-6637- Bridge
Iridium Voice : +8816 7773 9143 - Bridge
Inm - C (tlx): 456347510
E-mail: ivssunbird.master@grindrodfleet.com



2016 SHIP/SHORE DRILL

"THIS IS A DRILL"

Dear Master

Please advise:

If vessel is in grave or imminent danger

If there is any immediate threat to life

If there are any casualties on board.

Assistance required

Confirm vessels position

Details of the nature and extent of the emergency

Threat or extent of any pollution and what containment measures have been taken

Ensure a SITREP completed.

Ensure safety of own crew is not compromised.

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/>

This is a drill.

We confirm receipt of your notification.

We have alerted our Coast Guard for assistance if required.

Please keep us updated.

Regards

Rajesh Sharma

MRCC

"THIS IS A DRILL"

Dear MPA staff

Please note that IVS SUNBIRD has spotted capsized dingy with 10 crew clinging to it.

Please find initial notification from master.

We request you to liaise with Indonesian /AMSA authorities and provide us necessary guidance in this regard.

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

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



2016 SHIP/SHORE DRILL

THIS IS A DRILL

Dear Rajaraman

Thank you for your notification.

We will be liaising with Indonesian administration & AMSA for possible assistance in this regard.
In the meantime, please be in close contact with MRCC Australia.

Regards
Rajesh Sharma

“THIS IS A DRILL”

Dear OPERATORS

Please note that IVS SUNBIRD has spotted capsized dingy with 10 crew clinging to it.

Please find initial notification from master.

We request you to liaise with LOCAL AGENTS at next port of call and provide us necessary guidance in this regard.

Best regards

Capt K.Rajaraman

DPA/CSO/HSEQ MANAGER

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

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

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

THIS IS A DRILL

Dear Rajaraman

Your notification duly noted.

We have informed the agent at Australia for assistance in this regard.

Master may directly contact agent for any help.

Regards
Rajesh Sharma
Operations

“THIS IS A DRILL”

Dear Master

Please find contingency plan for rescue of refugees.

Kindly comply with applicable sections.

Ensure crew safety as top priority.

Best regards
Capt K.Rajaraman



2016 SHIP/SHORE DRILL

DPA/CSO/HSEQ MANAGER

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

“THIS IS A DRILL”

Dear Anuj

Please note that IVS SUNBIRD has spotted capsized dingy with 10 crew clinging to it.

Please find initial notification from master.

Vessel now 0.5nm near the dingy and found 10 persons in distress. All male and adults.

Vessel is now INITIATING CONTINGENCY PLAN and manoeuvring around the dingy, ready to stop and provide safe assistance.

- If vessel is in grave or imminent danger – Own vessel and Dingy not in imminent danger
- If there is any immediate threat to life – NO threat of life.
- If there are any casualties on board. – NO casualties on board
- Assistance required - NONE
- Confirm vessels position – 0250Z LAT 21-49S LONG 103-29E
- Details of the nature and extent of the emergency – Vessel sighted Dingy capsized
- Threat or extent of any pollution and what containment measures have been taken - NONE

Vessel completed SITREP. MRCC and nearby ships were alerted.

Rescue equipment (ladders , lifebuoys , cargo slings , cranes , lifeboats etc) are ready for use.

Vessel lowered food , water , blankets , clothes and medical assistance to refugees

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/>

From: IVS SUNBIRD - Master [<mailto:IVSSUNBIRD.MASTER@grindrodfleet.com>]

Sent: Thursday, 11 August, 2016 11:28 AM

To: Rajaraman Krishnamoorthy - GSH SG

Cc: Henry Dayo - GSH SG; Hilton Stroebel - UNT SG; Rajesh Sharma - UNT SG; Joey Baluyot - GSH SG; Denver Mariano - GSH SG

Subject: RE: MRCC-NOTIFICATION

“THIS IS A DRILL”

TO: GSM - DPA/CSO/HSEQ MANAGER



2016 SHIP/SHORE DRILL

FM: MASTER IVS SUNBIRD”

In addition, vessel threw one (1) life raft and few (3) lifebuoys to assist refugees overboard.

MRCC was informed about present situation and they will send rescue crafts and render assistance.

Best regards,
Capt. Torlao

Master of IVS Sunbird

Line 1 voice Vsat : +1(904)900-6635- Master's cabin

Line 2 voice Vsat : +1(904)900-6637- Bridge

Iridium Voice : +8816 7773 9143 - Bridge

Inm - C (tlx): 456347510

E-mail: ivssunbird.master@grindrodfleet.com

“THIS IS A DRILL”

Media Holding Statement

11 AUGUST 2016

1130

To be released once approved by Group Senior Management

The Management of GRINDROD Shipping Lines advises that the GRINDROD Vessel IVS SUNBIRD noticed a suspicious craft capsized. There are no injuries at this time.

Further information will be provided as it becomes available.

For any media enquiries, please contact MTI International.

MTI Cape Town: Nic Daniel +27 (0) 721 7781 64

MTI London: Pat Adamson + 44 7836766947

www.mtinetwork.com

THIS IS A DRILL

We confirming receipt of Media Holding Statement.
We are standby for assistance.

Regards
Rajesh
MTI



2016 SHIP/SHORE DRILL

From: Henry Dayo - GSH SG [<mailto:HenryD@grindrodshipman.com>]

Sent: 11 August 2016 03:31 AM

To: IVS SUNBIRD - Master <IVSSUNBIRD.MASTER@grindrodfleet.com>

Cc: Hilton Stroebel - UNT SG <hiltons@grindrodshipping.com>; Rajesh Sharma - UNT SG <RajeshS@unicornshipping.co.za>; Joey Baluyot - GSH SG <JoeyB@grindrodshipman.com>; Denver Mariano - GSH SG <denverm@grindrodshipman.com>; Rajaraman Krishnamoorthy - GSH SG <RajaramanK@grindrodshipman.com>

Subject: RE: MRCC-NOTIFICATION

THIS IS A DRILL

Dear Master,

Let us know what is the time frame for the rescue to arrive and the weather condition.

Best Regards,
Henry

This is a drill.
MRCC Australia

Coast Guard ship has departed for rescue operation and will be contacting master soon.

Regards
Rajesh

“THIS IS A DRILL”

Dear Sir/s,

Rescue craft is expected to arrive within 1 hour time.

Best regards,
Capt. Torlao

Master of IVS Sunbird
Line 1 voice Vsat : +1(904)900-6635- Master's cabin
Line 2 voice Vsat : +1(904)900-6637- Bridge
Iridium Voice : +8816 7773 9143 - Bridge
Inm - C (tlx): 456347510
E-mail: ivssunbird.master@grindrodfleet.com



2016 SHIP/SHORE DRILL

"THIS IS A DRILL"

Dear Charterers

Please note that IVS SUNBIRD has spotted capsized dingy with 10 crew clinging to it.
Please find initial notification from master.

We request you to liaise with LOCAL AGENTS at next port of call and provide us necessary guidance in this regard.

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 Raja

Confirming receipt of initial notification.

Local agent has been instructed to render assistance and guidance to master.

Regards

Rajesh

Charterer

THIS IS A DRILL

Dear Rajaraman

We are liaising with AMSA and AMSA has confirmed that Australian Coast Guard vessel will be arriving at the scene of distress for rescue operation.

Coast Guard vessel will liaise with Master when in vicinity.

Please keep in close contact with MRCC Australia until Coast Guard vessel arrives at the scene.

Regards

Rajesh

"THIS IS A DRILL"

Dear Master

Please advise nationality of refugees and try to obtain other information if possible.

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



2016 SHIP/SHORE DRILL

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

TO: GSM - DPA/CSO/HSEQ MANAGER

FM: MASTER IVS SUNBIRD

"THIS IS A DRILL"

Vessel was able to interview refugees and found that they were all Indonesian fishermen who encountered bad weather and engine trouble. They were drifting for about 3 days now and running out of food supplies. Although exhausted for long exposure in the water, all were in good health.

Best regards,
Capt. Torlao

Master of IVS Sunbird

Line 1 voice Vsat : +1(904)900-6635- Master's cabin

Line 2 voice Vsat : +1(904)900-6637- Bridge

Iridium Voice : +8816 7773 9143 - Bridge

Inm - C (tlx): 456347510

E-mail: ivssunbird.master@grindrodfleet.com

Hi Aks,

THIS IS A DRILL

Please be informed that IVS Sunbird bound for Australia, is in position XXXXX when Master spotted a capsized dinghy with 10 refugees on board.

Kindly be on standby for further instructions.

THIS IS A DRILL

Brgds,
Joey

Sent from my iPad

From: Anuj P Velankar [<mailto:Anuj.Velankar@thomasmiller.com>]

Sent: Thursday, 11 August, 2016 11:36 AM

To: Rajaraman Krishnamoorthy - GSH SG

Cc: Joey Baluyot - GSH SG; Henry Dayo - GSH SG; Hilton Stroebel - UNT SG; Denver Mariano - GSH SG; Rajesh Sharma - UNT SG; London Syndicate 2; Tarja Saikkonen; YS Ng

Subject: RE: DRILL DRILL DRILL - P&I NOTIFICATIONFW: OPERATORS NOTIFICATION

DRILL DRILL DRILL

Dear Rajaraman,

Thank you for your call of short while ago and the below notification on the IVS Sunbird.
Please update us with the details of the rescue equipment as information becomes available.



2016 SHIP/SHORE DRILL

We note that Members have notified the MRCC regarding the assistance provided. If vessel is instructed to pick up the survivors, please let us know the instructions from MRCC regarding their disembarkation port and we shall accordingly assist Members (if requested) by appointing suitable correspondents in Indonesia or Australia.

We would also recommend that Members / Ships crew take extensive records/evidence of the events for future reference.

Please let us know if we can further assist in the matter.

Thanks & Regds,

Capt Anuj Velankar

Direct : [+65 63099687](tel:+6563099687)

Mobile : [+65 90104358](tel:+6590104358)

for Thomas Miller (South East Asia) Pte Ltd.

Managers of the Singapore branch

"THIS IS A DRILL"

Dear Anuj

Master has confirmed that MRCC will be sending rescue crafts and will render assistance to refugees.

Vessel will not pick up refugees.

Vessel will continue on her voyage once rescue crafts arrive and picks up the refugees.

Vessel will maintain records/evidence of the events for future reference,

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/>

"THIS IS A DRILL"

Dear Master

Please keep look out for rescue crafts .

Once rescue crafts pick up refugees , please inform MRCC and continue your voyage.

Request rescue craft to pick up life raft and lifebuoys.

If they are not picking up , Send a nav warning to ships in vicinity and nearest coast station.

Please note that drill is now completed.

Please conduct debriefing with all crew .

Discuss contingency procedures and recovery procedures (AS PER RECOVERY PLAN)

Send us photographs / TIME SHEETS at your convenient time.

Best regards

Capt K.Rajaraman

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Actions to be taken (not necessarily in order):

- Sound the general alarm and Muster crew
- Contact the nearest and/or responsible Maritime Rescue Co-ordination Centre (MRCC)/Coast guard and, if needed, nearby ships who may be able to assist you
- Clarify whether the MRCC has any guidelines for the rescue operation
- Maintain Constant Contact with the Maritime Authority/Coast Guard
- Inform company (company will contact P&I Club for further advice)
- Determine if a distress situation exists based on the information available
- Without delay assess the means and approach to providing safe assistance and rescue, and whether it is appropriate to standby and await authorities without risk to life
- Discuss with company and establish approach plan and embarkation plan for the rescue prior to its commencement. This plan should also include any safety and/or security issues (Complete lock down of stores , restricted areas etc)
- Inform relevant parties (flag state, company appointed Media services, owner, charterers, agents etc)
- Ensure all operational hazards are identified and control measures are established in order to perform the rescue operation safely
- Assess the safety of the crew and passengers should persons brought on board become aggressive or violent
- Consider whether the vessel has sufficient food and provisions on board for the crew and refugees, as well as medical equipment should it be needed. If not, steps should be taken immediately to rectify the situation
- Reference to be made to IAMSAR Vol III and ship specific "Plan for recovery of persons from water" while picking up refugees
- Identify the ship's equipment and life-saving appliances that may be appropriate for the rescue operation
- Determine if any special arrangements, additional equipment or assistance may be required for the rescue operation
- Execute rescue plan – focus on crew safety including appropriate PPE and good communications
- Calm down the refugees. Safely embark rescued people. Provide life vests, water/nutrition if possible.
- Ensure embarkation is carefully controlled.(This process will be determined by the capacity of rescue boats, lifeboats and other embarkation methods)

- N/A Control items brought on board (priority human lives).
- N/A Count the number of people on board, noting children and medical cases.
- N/A Search each refugee/migrant for any weapons or dangerous objects confiscated.
- N/A Establish whether one of the refugees is able to communicate in a commonly understood language. Appoint one of the refugees to manage the group and be their spokesperson.
- N/A Obtain as much personal data from each individual as possible . Make a refugee list with name, Nationality age and gender.
- N/A Provide sufficient accommodation on board. Set aside a protected area for the refugees to stay, including blankets and beds.
- N/A Segregate women/children and any obviously sick or injured persons and allow for family groups to remain together.
- N/A Show cultural and gender sensitivity. Identify and assist the most vulnerable.
- N/A Ensure safety and supervision of children. Some may travel unaccompanied.
- Provide for the basic human needs of the refugees (food, water, shelter or medical needs) within the capabilities and limitations of the ship.
- Treat refugees with humanity, within the capabilities of the ship.
- Establish whether any member of the refugees needs immediate medical assistance. Seek medical advice from ashore if necessary.
- N/A Maintain sanitary conditions to protect the health of rescued persons and the crew.
- N/A Consider using gloves and other personal protection equipment to avoid the potential spread of disease or sickness onboard the vessel.
- N/A Establish trust through good communication with the people embarked. Assure the refugees that they are safe and will not be returned to shore.
- N/A Enforce strictly any policies relevant to the safety of the ship and the crew, for example 'no smoking'.
- N/A Establish watch routines for monitoring security. Limit access to the ship and contain embarked personnel within the intended accommodation or other designated areas. Remain vigilant to potential conflict between rescued persons.
- N/A Keep refugees on deck in a 24/7 controlled environment. Wear uniforms, display authority.
- N/A If handling dead bodies, treat them properly and respectfully. Keep bodies in body bags, separate from refugees and crew. The Use of a cleared Freezer may need to be considered.
- N/A Control the taking and sharing of pictures of the rescue operation.
- N/A Establish actions to be taken in the event that a fight or dispute arises between the rescued persons

N/A

Manage potential conflict by the use of appropriate accommodation and segregation wherever practical

N/A

If possible, inform the survivors of your intentions and their arrival at a place of safety where the rescue operation are considered to terminate on shore

Inform the RCC responsible for the region of the conditions onboard, assistance needed and actions taken or planned for the disembarkation:

AS
Applicable

- Name of the ship, flag and port of registry
- Name and address of the owner , operator and agent at the next port
- Position of the vessel, maximum speed , next intended port of call, continuing safety and current status with additional persons onboard
- Number of vessels , number of refugees onboard, name, age (if possible), gender
- Apparent health, medical condition and special medical needs
- Actions completed or intended to be taken by the Master
- Master's preferred arrangement and location for disembarking the persons rescued
- Any help needed by the assisting ship (i.e. due to limitations and characteristics of the ship's equipment, available manpower, stocks of supplies, etc)
- Any other factors (e.g. safety of navigation , prevailing weather, time sensitive cargo, etc.)

N/A

Prepare plan for disembarkation based on the particular circumstances of the rescue and the planned voyage of the ship

N/A

Inform the Company's agent and the correspondent in the port of disembarkation

N/A

Comply with any requirements of the Government responsible for the SAR region where the survivors were recovered, and seek additional guidance from those authorities where difficulties arise in complying with such requirements

N/A

Disembark refugees safely

N/A

Clean and disinfect areas of the ship used for accommodation, sanitary provisions and medical care

N/A

Check for stowaways immediately after the transfer/disembarkation of rescued persons

N/A

Hand over any remaining ID papers / belongings to the authorities

N/A

Dispose off used PPE and any contaminated waste appropriately

Account kept covering all direct expenses and possible off hire due to the refugees, possible deviation, etc. Full report should be forwarded to the company

RECORD KEEPING AND REPORTS

Maintain Careful Log Entries, written records together with video and photographic documentation of Incident.

- All the events are recorded in chronological order in Bridge movement book.**
- Main events with timings recorded in Official log book and Deck log book GMDSS related communications recorded in Radio Log and VHF log.**
- Charterers and owners informed as per voyage orders and C/P.**
- Document the embarkation process to create a statement of facts.**
- Deviation statement with distance and fuel consumed recorded accurately to ensure that vessel does not face disputes or claims from charterers.**
- M RCC log / form duly filled up and submitted where required.**