



2017 SHIP/SHORE DRILL

2017 ANNUAL EXERCISE

Vessel name:	IVS KESTREL	Date:	27 JULY 2017
Position	LAT: 13-08'N LONG: 100-52.5'E		
Time from:	1400 SGT	Time to:	1630 SGT

REVIEWED AND APPROVED BY

CAPT K.RAJARAMAN

DPA



2017 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 a pollution 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 – 39 – Bunker spills
- 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”



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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.
- Following forms / procedures shall be in readiness :
 - Contingency plan – 39 – *Bunker spills*
 - *SOPEP*
 - *Pollution muster list*
 - *GA plan*
 - *Capacity plan*
 - *Emergency contacts*
 - *Bunker MSDS*
- 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.



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➤ Parties Involved:

LEVEL OF INVOLVEMENT

- Ship and office
- UK P&I club
- Charterers / owners / MPA / Operators / Agents / Media was played within office

Party / Person	Name	Telephone /email contacts
"Vessel" / Master /	Capt. Godfrey G. Gimotea	Vsat : + 65-3163-0147 (Bridge) Vsat : + 65-3163-0146 - (Master cabin) FBB: 870773930580 (BRIDGE) Inm - C (TLX): 4564633410 KEST X Inm - C (EMAIL): 4564633410@C12.stratosmobile.net E-mail: jvskestrel.master@grindrod fleet.com
DPA	Capt K. Rajaraman	+65 9777 1521 rajaramank@grindrodshipman.com
Incident Manager	Brett	brettm@unicornshipping.co.za +27 31 302 7964 +27 82 314 9983 +27 31 307 4517
Incident coordinator	Ren	Direct +65 6632 1383 / Mob +65 9777 0052 Email: RenC@grindrodshipman.com
Marine/technical support	Denver	Tel Office +65 6323 0048 Direct +65 6632 1385. Mob +65 9777 6681 Fax: +65 6323 0046. Email: technical@grindrodshipman.com
UK P&I Club (notification level)	Capt Anuj	Email: 'Anuj.Velankar@thomasmiller.com Direct : +65 63099687 Mobile : +65 90104358
Media	Ren	Direct +65 6632 1383 / Mob +65 9777 0052 Email: RenC@grindrodshipman.com
MPA	Ren	Direct +65 6632 1383 / Mob +65 9777 0052 Email: RenC@grindrodshipman.com
Charterers	Ren	Direct +65 6632 1383 / Mob +65 9777 0052 Email: RenC@grindrodshipman.com
Owners	Ren	Direct +65 6632 1383 / Mob +65 9777 0052 Email: RenC@grindrodshipman.com
Agents	Ren	Direct +65 6632 1383 / Mob +65 9777 0052 Email: RenC@grindrodshipman.com



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➤ **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**

- Pollution during bunkering.
- 1000 liters overflow from vent pipes during bunkering.
- 800 liters contained on board and 200 liters spilt overboard.

Shipboard minutes of Drill

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

TIMING	MAIN EVENTS
1100-14:05	Vessel is in port of Laem Chabang, Thailand (position: Lat: 13-08'N / Long: 100-52.5'E) receiving bunkers of IFO cst 380 of 200 mt
14:05	Duty engineer reports bunker overflow during topping up
14:06	Informed Bunker Barge and Bunkering operations immediately stopped.
14:07	Chief Engineer inform Master regarding bunker FO spill
14:08	Cargo operations stopped. Informed Stevedore's Foreman
14:08	Master sounds the general alarm and announces BUNKER SPILL in the PA system
14:10	All crew mustered and head count taken. No injury reported. Approx. 1000 litres on deck
14:13	Master calls company through 24 hour emergency number and informs the situation FO bunker spill while bunkering
14:15	Master activates emergency response procedures as per SOPEP / contingency plan section 39
14:15	Master instructed CEO to transfer the overflow FO tank no.3C to empty tanks FO no. 2S
14:18	Master sends Initial notification report as per SOPEP /
14:20	Incident manager informed. EMERGENCY RESPONSE CENTRE / TEAM activated



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14:20	Ship staff transfer the spilt bunker into slack bunker tanks using portable pump
14:27	2NO informed Master regarding spill bunker overboard approximate 200 litres
14:27	Master sends follow up report and mentions approx. 200 litres of oil overboard
14:30	Master informs agent via telephone +66 081-920-1708 , port control authorities and Sriracha VTS on vhf channel 73 and 12
14:32	Master informs ship's in vicinity on vhf channel 16
14:34	Master requested agent for oil booms to be kept around vessel
14:36	Agent arranged oil booms through Port authorities which was laid around vessel
14:42	UK P&I club informed of the incident
14:45	MPA/Charterers/ Owners informed of the incident
14:48	Media holding statement sent to vessel
14:50	MTI MEDIA informed of the incident
14:50	Shore cleaning gang arrived and removed spilt bunkers from water through portable pumps/ oil absorbents
15:15	Internal FO transfer from overflow tank no. 3C to tank no.2S completed
15:18	Ship staff commence clean up using SOPEP equipment
15:30	Deck clean up completed by ship staff
15:35	Water side clean-up completed by shore cleaning gang
15:37	Master arranged for disposal of clean up materials through agent
15:40	Master sends report to DPA that clean-up operation completed
15:42	Drill called off
15:45 – 16:00	Debriefing held in ship
15:45 – 16:30	Debriefing held in company

➤ Debriefing

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

Following points were discussed:

1. Safety of own crew not to be compromised
2. Contingency plan no 39 shall be referred to for BUNKER SPILLS
3. Spill equipment as per SOPEP to be strictly maintained. SOPEP inventory to be kept updated.
4. All crew to be alert during bunkering.
5. Ship/shore bunkering checklist to be strictly complied with.



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➤ Drill or Exercise Evaluation Worksheet

Were all personnel knowledgeable of their duties and responsibilities for this type of event?	Yes	Contingency plan section 39 and SOPEP requirements were 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 procedures as per contingency plan	Yes	Master was well versed with the contingency plan; hence his action was prompt and to the point.
Were all pollution equipment including communication were found in order?	Yes	All pollution equipment and communications were in order.
Are modifications to the contingency Plan required?	No	The contingency plan procedures and SOPEP 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
Was emergency hotline number tried out and working satisfactory?	YES	24 hrs hotline number was contacted and attended during the drill. Communication was clear.
Have any "Best Practices" been identified that may be shared with others?	No	

➤ FINDINGS / COMMENTS / SUGGESTION FOR IMPROVEMENT

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.




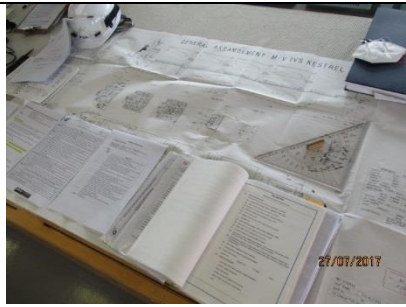

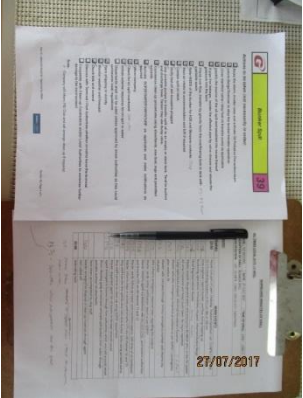


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OIL POLLUTION/ BUNKER SPILL DRILL

		
RAISING ALARM	PUBLIC ADDRESS	OFFICER REVIEW CHECKLIST
		
COMMUNICATING THROUGH VHF	ALARM BOTTON AND INDICATING LIGHT	CALLING COMPANY 24 HOUR EMERG. NUMBER
		
MASTER SENDING INTIAL REPORT AS PER SOPEP	CALLING SRIRACHA VTS ON CHANNEL 73 & 12	REVIEWING BUNKER MSDS




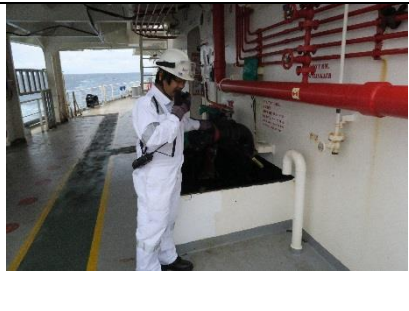
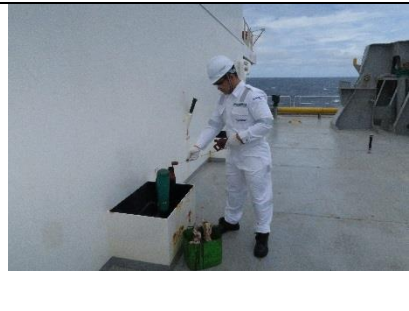
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INPUT TIMINGS AND REVIEW CHECKLIST	VESSEL PLAN FOR OVERFLOW LOCATION	VESSEL PLAN FOR OVERFLOW LOCATION
		
MINUTES OF DRILL / CONTINGENCY PLAN SEC	SHIP/SHORE COMMUNICATION	CREW DEBRIEFING

		
STANDBY ENGINE TEAM	STARTING OF TRANSFER	OPENING VALVE FOR F.O TRANSFER



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STANDBY FOR FIRE PUMP	REPORTING FROM BUNKER MANIFOLD	SOUNDING 3 CENTER



MUSTERING



GIVING INSTRUCTION AS PER MUSTERLIST DUTY



PUTTING SCAPPER PLUGS



GATHERING SOPEP MATERIALS



WEARING CHEMICAL SUIT



GATHERING MATERIALS AS PER SOPEP





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TRANSFERRING MATERIAL TO
THE SCENE OF OIL SPILL

RAGS FOR DRYING UP

PREPARING WELDIN PUMP



WELDIN PUMP HOSE AT 3
CENTER VENT



PUTTING SAW DUST



CLEANING UP



MEDICAL TEAM ON STANDBY



PREPARE FIRE HOSES IN
CASE OF FIRE



OIL SPILL BOOM



LIFE BOAT ON STANDBY



PREPARING FOR LIFE
RELEASE



KEEP UP AND RETURNING
SOPEP MATERIALS