



## **2018 SHIP/SHORE DRILL**

### **2018 ANNUAL EXERCISE**

<b>Vessel name:</b>	<b>IVS TRIVIEW</b>	<b>Date:</b>	<b>20 DEC 2018</b>
<b>Position</b>	<b>LAT: 22 02 N , 088 05E</b>		
<b>Time from:</b>	<b>1020 SGT</b>	<b>Time to:</b>	<b>1230 SGT</b>

**REVIEWED AND APPROVED BY**

**CAPT K.RAJARAMAN**

**DPA**



## **2018 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"



## 2018 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 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.



## 2018 SHIP/SHORE DRILL

➤ **Parties Involved:**

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

➤ **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.
- 700 liters contained on board and 300 liters spilt overboard.

### **Shipboard minutes of Drill**

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

<b>TIMING</b>	<b>SERIES OF EVENTS</b>
<b>0830-1030</b>	Vessel is in port of Haldia, India (position: Lat: 22-02'N / Long: 088-05'E) receiving bunkers of HSIFO cst 380 of 325MT
<b>1020</b>	Iridium / Vsat phone tested
<b>1033</b>	Duty engineer reports bunker overflow during topping up of IFO Tank no. 3-C.
<b>1034</b>	Bunkering operations immediately stopped. Informed Bunker Barge personnel.
<b>1036</b>	Master sounds the general alarm and announces BUNKER SPILL in the PA system
<b>1036</b>	Cargo operations stopped. Informed Stevedore's Foreman
<b>1037</b>	All crew mustered and head count taken. No injury reported. Approx.



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	1000ltrs spilt on deck.
<b>1038</b>	Master activates emergency response procedures as per SOPEP / contingency plan section 39
<b>1039</b>	Emergency team verify scuppers and commence containment of spill on deck using SOPEP equipment to prevent oil spill overboard.
<b>1042</b>	Master calls company through 24 hour emergency number +65 663 21380 and inform FO bunker spill while bunkering, Emergency response advise working communication number as +65 663 21306.
<b>1045</b>	Master instructed CEO to transfer the overflow FO tank no. 3C to empty tanks FO no. 1-PORT
<b>1046</b>	Master sends Initial notification report as per SOPEP
<b>1047</b>	Ship staff commenced transferring spilt bunker into slack bunker tanks using a portable pump.
<b>1050</b>	Master informs local agent SEATRANS via Tel +91 3224 275724, port authorities and Sagar VTS via VHF Ch. 16 /68.
<b>1052</b>	Emergency response team informed regarding the incident
<b>1100</b>	Master sends follow up report and mentions approx. 300 litres of oil overboard
<b>1100</b>	Incident manager informed. EMERGENCY RESPONSE CENTRE / TEAM activated in Singapore office.
<b>1101</b>	Ship staff commence clean up using SOPEP equipment
<b>1102</b>	Master informs ship's in vicinity on vhf channel 16
<b>1103</b>	Master requested agent for oil booms to be kept around vessel
<b>1114</b>	Company informs all parties (MPA ,CLASSNK , UK P&I CLUB , CHARTERERS , OWNERS , MEDIA , AGENTS , H&M , GSM regarding the incident
<b>1120</b>	Agent arranged oil booms through Port authorities which was laid around vessel
<b>1120</b>	Media holding statement updated
<b>1123</b>	Company advises Master to comply with Media holding statement
<b>1145</b>	Shore cleaning gang arrived and removed spilt bunkers from water through portable pumps/ oil absorbents
<b>1147</b>	Internal FO transfer from overflow tank no. 3C to tank no.1 port completed
<b>1150</b>	Deck clean up completed by ship staff
<b>1155</b>	Water side clean-up completed by shore cleaning gang
<b>1158</b>	Company informs all parties that the situation is under control and no



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	further assistance is required
<b>1200</b>	Master arranged for disposal of clean up materials through agent
<b>1205</b>	Master send report to DPA clean-up operation completed
<b>1210</b>	Drill called off
<b>1230</b>	Debriefing completed

### ➤ Debriefing

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

Importance of pre-bunkering meeting was discussed. Company bunkering checklist form to be complied with in true spirit by checking each item and not just ticked. All crew advised not to use or take away emergency equipment for any other purpose as they can be required anytime. All crew advised to be well knowledgeable of their duties so that spill could be minimized or prevented from going overboard. Scuppers to be tightly plugged in and damaged scuppers to be removed and replaced immediately. Good communication should be established especially between engine department personnel and all crew shall make sure that their radios are always kept well charged.

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.
6. SHEQ procedures on bunkering shall be strictly complied with.

### ➤ 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.



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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. Iridium phone was also tested.
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.

Media holding statement uploaded in ONE NOTE was delayed and not done promptly. In future it has to be updated within 15 Minutes after receiving initial notification report.

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

**AA**      **Vessel Name:**      **Flag:**      **Call Sign:**  
IVS TRIVIEW      SINGAPORE      9V8078

**BB**      (day and time of event, UTC)

2	0	0	2	3	0
D	D	H	H	M	M

**CC**      (position, latitude, longitude)      or      **DD**      (bearing, distance form landmark)

2	2	0	2	N					
D	D	M	M	N	S	d	d	d	N miles

0	8	8	0	5	E			
D	D	D	M	M	E	W	FF	(speed, knots)

**EE(course )**

d	d	d	Kn	Kn	1/10

**LL**      (intended track)  
VHF CH. 16 & 68 / SAT-C 456436110 LATR X

**MM**      (radio station (s) guarded)

**NN**      (day and time of next report, UTC)

2	0	0	3	0	0
D	D	H	H	M	M

**OO**      (Draught)

0	8	0	9
m	m	cm	cm

LIMESTONE IN BULK 30,400MT / HSFO 665MT / LSMGO 79MT

**PP**      (type and quantity of cargo/bunkers on board)



**NO DEFECTS , MACHINERIES IN OPERATIONAL CONDITION**

**QQ** (brief details of defects/deficiencies/damage)

**RR** **APPROX 1000LTRS OF HSFO SPILLED / 700LTRS RETAIN OB & 300LTRS OVERBORD** (brief details of pollution, including estimate of quantity lost)

**SS** **CLOUDY** (brief details of weather and sea conditions)

**WIND** [ Direction NE WIND  
Speed (Beaufort) BF 3

**SEA** [ Direction NE  
Height (m) CALM

**OWNER 24h TEL +6566321380 / AGENT- SEATRANS +913224275724**

**TT** (contact details of ship's owner/operator/agent)

**UU** (ship size and type)

Length: (m) 177.13	Breadth: (m) 28.4	Tonnage 20236	Type GEN CARGO
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**XX** (Additional information)

Brief details of incident:

FO TANK NO.3 OVERFLOW DURING TOPPING UP

Need for outside assistance:

REQUIRED OIL BOOM TO KEPT AROUND THE VESSEL

Actions being taken:

TRANSFER SPILT BUNKER INTO SLACK TANK

Number of crew and details of any injuries:

21 CREW / NO INJURY

Details of P & I Club and local correspondent:

PANDI CORRESPONDENTS Pvt Ltd KOLKATA (CALCUTA),. TEL NO. 33

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65009901 / 3365009902 / EMAIL:  
kolkata@pandiindia.in

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Others:



# Initial Report

Thursday, 20 December, 2018 3:46 PM

<b>Emergency Contact Number:</b>	
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## Emergency Response Initial Report(DRILL, DRILL, DRILL)

**Who contacted the Office:** Captain Jeffrey Khan

**Ship's Name:** IVS TRIVIEW

**Time of call:** 10:42 SGT

**Ship's position:** 22-02N, 088-05E

**Type of Incident:** OIL POLLUTION ( BUNKER), bunker FO overflowing from fuel tank

**Crew injured or killed:** NIL

**What damaged:** no

**Cargo On-board:** limestone, 30400mt

**Oil Spill:** Oil spill overboard

**How much :** APPROX 1000LTRS OF HSFO SPILLED / 700LTRS RETAIN OB & 300LTRS OVERBORD

**Weather Sitrep:**

Wind: NE, BF 3,

Sea: NE, calm

**Other Notes:**

Time on board SGT-2.5hrs

FO TANK NO.3 OVERFLOW DURING TOPPING UP WHILE BUNKERING

Need for outside assistance:

REQUIRED OIL BOOM TO KEPT AROUND THE VESSEL

Actions being taken:

TRANSFERRED THE SPILT BUNKER INTO SLACK TANK

Number of crew and details of any injuries: 21 CREW / NO INJURY



Notification  
form\_

**Inform:**

QF, HS, DPA : YES, 10:52 SGT

Port Control,, Class, MTI, , MPA , P&I, H&M, owners , agents, : Yes  
Flag state MPA: Yes

Charterer or commercial : Yes  
RRDA : Not required  
Crewing : n/a  
Vessel : N/A  
Dr Dungan: Not required

# Media Holding Statement Example

Thursday, 20 December 2018 3:46 PM

**Media Holding Statement**

**20 December 2018 / 1117 SGT**

**DRILL DRILL DRILL**

***To be released once approved by Group Senior Management***

The Management of Grindrod Shipping advises that the Vessel IVS TRIVIEW had an oil spill incident while bunkering at Haldia, India.

Time of incident : 20Dec2018 0230 UTC /1030 SGT

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](http://www.mtinetwork.com)

# SITREP

Wednesday, 20 December, 2018 4:00 PM



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

Tele: +27 31 302 7911

Fax: +27 31 307 4517

E-mail: [unicorn@unicornshipping.co.za](mailto:unicorn@unicornshipping.co.za)

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

### **FOLLOW UP SITUATION REPORT**

**Report Number: 01**

**Date:** 20Dec2018

**Time:** 1125 SGT

**Information received from:** Master

**Contact Numbers for updates/further information:**

Master: +190 4438 7554

FBB Tel :+8816 7773 8983

VSAT : +190 4438 7553

VSAT:

:

Email: [ivstriview.master@grindrodfleet.com](mailto:ivstriview.master@grindrodfleet.com)

**SHIP:** IVS Triview

**Location of Incident:** 22-02N, 088-05E

**Date/Time of Incident:** 20Dec2018/1030SGT/0230UTC

**Masters Name:** Jeffrey Khan

#### **Summary of Incident:**

FO TANK NO.3 OVERFLOW DURING TOPPING UP

0807LT – All crew Mustered/ no injury reported

0809LT – Verify scuppers and commence containment of spill on deck using SOPEP equipment.

0817LT - Ship's staff commenced transferring spilt bunker into slack tank using portable pump.

08:20LT- Master informed local agent and port authorities

0831LT - Ship's staff commence clean up using SOPEP equipment.

08:32LT- Master informed ship's in vicinity via vhf ch. 16

08:38LT- Master requested agent to provide oil boom to be kept around the vessel

**Number/Details of Casualties : Nil**

**Damage:** nil

**Authorities Involved:** No

**Emergency Services Involved:** Yes

**Response Services Involved: Yes**

**Company Emergency Response Activities: Mobilization of available resources**

<b>Investigation:</b>	Not at the moment
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**Press Media Coverage:** Informed the media

**Press Response:** Nothing

**Report Sheet Issued By:**

**Name:** James Requilme

**Title:** Marine Superintendent

**Contact Details:** +6597770052





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

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

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

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**FOLLOW UP SITUATION REPORT**

**Report Number: 02**

**Date:** 20Dec2018

**Time:** 1151 SGT

**Information received from:** Master

**Contact Numbers for updates/further information:**

Master: +190 4438 7554

FBB Tel :+8816 7773 8983

VSAT : +190 4438 7553

VSAT:

:

Email: [ivstriview.master@grindrodfleet.com](mailto:ivstriview.master@grindrodfleet.com)

**SHIP:** IVS Triview

**Location of Incident:** 22-02N, 088-05E

**Date/Time of Incident:** 20Dec2018/1030SGT/0230UTC

**Masters Name:** Jeffrey Khan

**Summary of Incident:**

08:40LT – Oil boom was laid around the vessel

09:17LT - transfer of oil into empty tanks is completed.

09:20LT- Deck clean up completed

09:25LT – Water side clean up completed

09:30LT- Master arranged for disposal of clean up materials through agent.

**Number/Details of Casualties : Nil**

**Damage:** nil

**Authorities Involved:** No

**Emergency Services Involved:** Yes

**Response Services Involved:** Yes

**Company Emergency Response Activities:** Mobilization of available resources

<b>Investigation:</b>	Not at the moment
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VESSEL : IVS TRIVIEW DATE : 20 December 2018

AREA / LOCATION : AT SEA (HALDIA PORT)



Activate Alarm



Public Address 'Oil Pollution



"Mustering



Review Contingency plan, checklist  
and bunker MSDS



Installed Scupper plugs



Transfer SOPEP KIT to the scene



Master communicate to SHIP and  
SHORE



Engine team Standby for starting of  
transfer



Opening VALVE for F.O transfer





Master sending initial report as per SOPEP



Wilden pump at F.O no. 3 vent



Communicate to SHIP/SHORE



Taking sounding



F.O overflow



Emergency team preparing for collecting and cordoned boom in the scene



Putting saw dust



Collecting saw dust contaminated by oil



Collecting saw dust contaminated by oil



Reporting from bunker manifold



Oil selective sorbents



Lifeboat on standby



Preparing for lifeboat release



Prepare fire hoses in case of fire



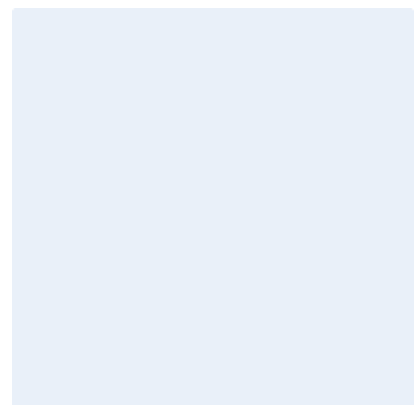
Medical team on standby



Master sending final report to shore



Master debriefing at ship's office



Click here to enter text.