



2018 SHIP/SHORE DRILL

2018 ANNUAL EXERCISE

Vessel name:	IVS MERLION	Date:	09/07/2018
Position	LAT 002-57.72N, LON 085-37.37E		
Time from:	1500 SGT	Time to:	1630 SGT

REVIEWED AND APPROVED BY

CAPT K.RAJARAMAN

DPA



2018 SHIP/SHORE DRILL

Ø 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 Cargo fire 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 – 28 – Fire in cargo hold
- 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

Ø 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

Ø 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 :
 - Ø SHEQ - Contingency plan – 28
 - Ø Fire muster list
 - Ø GA plan
 - Ø Capacity plan
 - Ø Emergency contacts
 - Ø CARGO MSDS
 - Ø Form 3.1.14
 - Ø Loadicator report
 - Ø HSE 4.5. EMERGENCY RESPONSE
 - Ø Latest SOPEP contact list
 - Ø UK P&I club , carefully to carry – Chapter 7
- 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

Ø Parties Involved:

LEVEL OF INVOLVEMENT

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

Party / Person	Name	Telephone /email contacts
"Vessel" / Master	Capt. Japri Torlao	Line 1 voice Vsat : +65-315-87211 - Master's cabin Line 2 voice Vsat : +65-315-87235 - Bridge FBB Voice : +870-773-930-947 - Bridge Inm - C (tlx): 456674310 / 456674311 E-mail: ivsmerlion.master@grindrodfleet.com
Incident Manager	Capt James	Mobile : +65 8196 6609 Email : JamesR@grindrodshipman.com
Incident coordinator	Capt K. Rajaraman	+65 9777 1521 rajaramank@grindrodshipman.com
Marine/technical support	Joey	+6566321399 +6597776536 - joeyb@grindrodshipman.com
UK P&I Club (notification level)	Capt Anuj	Email: ' Anuj.Velankar@thomasmiller.com Direct : +65 63099687 Mobile : +65 90104358
Media	Capt Rajesh	RajeshS@unicornshipping.co.za 97778773
MPA	Capt Rajesh	RajeshS@unicornshipping.co.za 97778773
Charterers	Roy Scallan	Tel(Switchboard): +27 31 3021800 Tel(Direct): +27 31 3021842 Mobile: +27 83 3007085 Fax: +27 866796050 Email: owning@ivs-int.com
Owners	Roy Scallan	Tel(Switchboard): +27 31 3021800 Tel(Direct): +27 31 3021842 Mobile: +27 83 3007085 Fax: +27 866796050 Email: owning@ivs-int.com
Agents	Capt Rajesh	RajeshS@unicornshipping.co.za 97778773



2018 SHIP/SHORE DRILL

Ø 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).

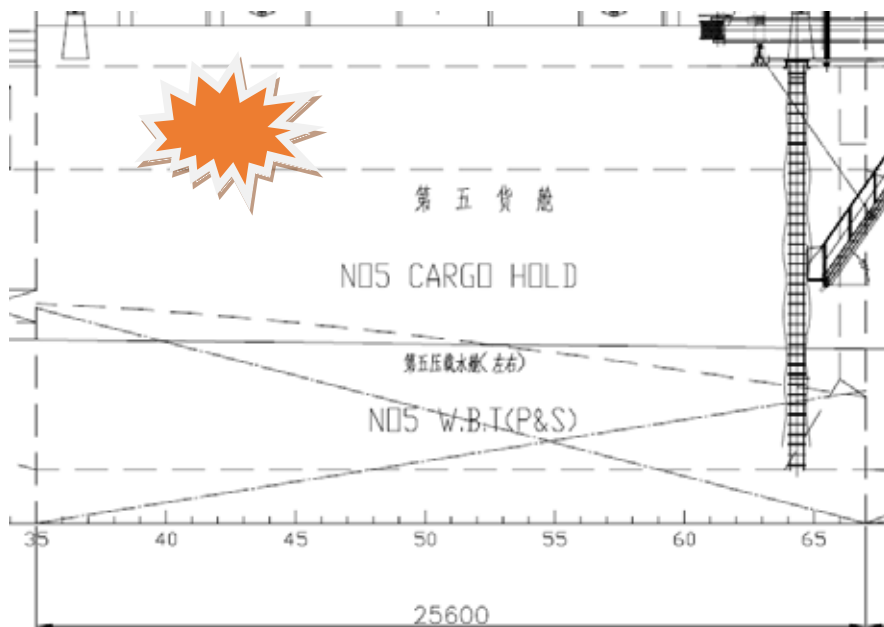
Ø COMMUNICATION:

Through Telephone and Email

Ø EXERCISE SCENARIO

The vessel is currently carrying a cargo of low grade coal with high Sulphur content. The vessel is underway to Jebel Ali.

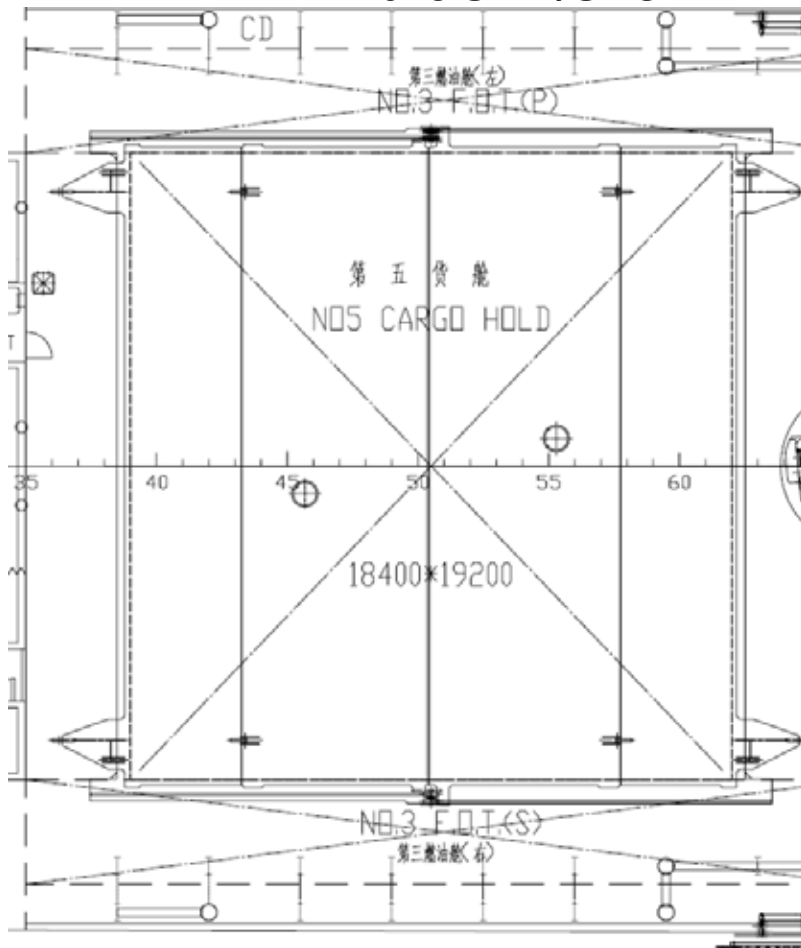
It was noted that smoke was seen bellowing out of the No.5 Cargo Hold. The smoke is extremely pungent and is entering the accommodation.



Paint on the main deck has started to bubble. The bubbling of paint is noted around frames 35 to 45 .



2018 SHIP/SHORE DRILL



Areas of Concern

- Ventilation to the accommodation and cargo Spaces.
- Boundary cooling in the CARGO AREA.
- Status of the other cargo holds including suspected methane buildup/cargo ignition.
- How to ensure that No.4 hold does not also ignite.

Shipboard minutes of Drill

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

TIMING	MAIN EVENTS
1500	Emergency alarm sounded. Master announced FIRE IN CARGO HOLD NO 5 ALL CREW TO PROCEED TO MUSTER STATION by PA. Master, 3NO and Duty AB mustered on the Bridge.
1504	Initial notification report obtained from vessel and uploaded in One note
1505	Emergency team reported from Muster Station all crew accounted except Bosun. Master gives orders to search for Bosun.
1506	Master also instructs emergency team to investigate, close hatch ventilators, initiate



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	boundary cooling in all adjacent sides, report status of fire
1507	3NO call company 24 Hours Emergency Contact and inform the DPA of the nature of emergency, position of the ship, nearest coast/ port, state of weather, etc. and the procedure that has been carried out. About 5 minutes later Marine Supt. Inform the ship that the company ERT already activated and give instruction to send urgency signals to nearby coast stations and to proceed to the nearest port.
1508	Hatch Ventilators closed, Emergency fire pump started and commenced boundary cooling in all adjacent sides including hatch top
1510	All accommodation ventilation fans shut and all flaps/ dampers closed
1511	Master then checks the CONTINGENCY PLAN for more guidance. 3NO alerted all vessels in vicinity by broadcasting URGENCY MESSAGE thru VHF and MF/ HF radios.
1512	Search and Rescue for Bosun underway with Emergency team and 2 crew wearing Fireman's suit same time Cargo Hold atmosphere and temperature readings monitored through gas sampling point.
1512	Initial media holding statement uploaded in One note
1515	Bosun found in cross deck of C. Hold no. 4 but has no sign of pulse and breathing, then immediately evacuated from deck to Aft main deck for resuscitation with the first aid team. Same time Master ordered CNO to Muster the crew considering CO2 release to extinguished the fire.
1515	Follow up situation report uploaded in One note
1518	CNO reported to the Bridge all crew accounted for and stand-by.
1518	TOP MANAGEMENT informed regarding the incident
1520	CNO reports increase in temperature of C. Hold – Master then advise the Emergency team to increase boundary cooling and monitor the atmosphere temperature of C. Hold.
1523	CO2 was then released initially for C. Hold no.5.
1525	Gas and oxygen checks carried out inside accommodation and found satisfactory
1526	OWNERS / CHARTERERS / OPERATORS informed regarding the incident.
1528	UK P&I club informed regarding the incident
1529	MRCC informed regarding the incident
1530	3NO informs nearest (SOPEP) coastal state contact by sending initial information as per form 3.1.14 for possible oil pollution in case of explosion.
1530	Crewing department informed regarding the incident and condition of Bosun
1520	MPA informed regarding the incident
1530	Company media personnel informed regarding the incident
1531	CLASS NK and H&M informed.
1532	Vessel agent informed regarding the incident



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1538	COLOMBO PORT AUTHORITY informed regarding the incident
1540	Master informs Fire was put off due to release of CO2 SYSTEM. However, temperature of cargo hold was still being monitored. Adjacent cargo holds also monitored for heat and fire.
1545	Marine Supt. Advise the vessel that rescue is on the way and to prepare towing wire for possible towing and to prepare the crew for evacuation.
1554	DONJON SMIT informed regarding the incident
1556	Master was informed that Salvage company has been arranged. Instructed Master to prepare the towing wire. Proceed to Colombo. Continue boundary cooling. Agent will be appointed
1601	Master acknowledges that vessel is deviating to nearest coast –COLOMBO
1608	Drill called off and debriefing held in company and on ship.



MASTER RAISED THE ALARM FOLLOWED BY P.A.



CREW REPORTED TO MUSTER STATION



2NO HANDED OVER WATCH



3NO CALLING 24HR EMERGENCY RESPONSE



MASTER MITIGATING EMERGENCY



3NO SENDING INITIAL REPORT



2018 SHIP/SHORE DRILL



EMRGY TEAM GEARING UP



VENT TEAM CLOSING
ACCOMMODATION FANS



URGENCY MESSAGE
BROADCASTED



VENT TEAM CLOSING HATCH VENT



EMERGENCY FIRE PUMP
WAS STARTED



INITIATED BOUNDARY
COOLING



INITIATED BOUNDARY COOLING



CONTINGENCY PLAN
CHECKED



BOSUN FOUND UNCONSCIOUS



SEARCH & RESCUE FOR
BOSUN



SEARCH & RESCUE FOR
BOSUN



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SEARCH & RESCUE FOR BOSUN



ACCOMMODATION
ATMOSPHERE CHECK



ACCOMMODATION ATMOSPHERE
CHECK



SECOND MUSTERING
BEFORE RELEASING CO2



CNO TAKING HOLDS TEMP.
READINGS



CO2 RELEASE PREPARATION



CO2 RELEASE ON CH5



CO2 RELEASE ON CH5



TOWING WIRE PREPARATION



TOWING WIRE STANDBY





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CREW BRIEFING AT SHIPS OFFICE



CREW BRIEFING AT SHIPS OFFICE



CREW BRIEFING AT SHIPS OFFICE



Ø Debriefing

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

Following points were discussed:

- Ø Reason for ship/shore drills.
- Ø Crews initial response to the drill.
- Ø Performance of duties as per muster list.
- Ø Progress and escalation of drill. In a complex scenario, crew reminded to tackle each scenario as it arises.
- Ø Why water is not usually used in coal fires.
- Ø How to contain and control a coal fire.
- Ø The importance of good communications and giving clear and concise instructions.
- Ø Safety of own crew not to be compromised
- Ø Contingency plan no 28 shall be referred to for cargo fire
- Ø Crew input: all crew given the opportunity to add their input and make recommendations.



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Ø Drill or Exercise Evaluation Worksheet

Were all personnel knowledgeable of their duties and responsibilities for this type of event?	Yes	Muster list duties and Contingency plan section 28 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 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 FFA equipment including communication were found in order?	Yes	All FFA equipment 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
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	

Ø FINDINGS / COMMENTS / SUGGESTION FOR IMPROVEMENT

A definite eye-opener for all on board as most have not participated in SHIP/SHORE drill before.

All crew appear to have gained some very valuable experience from this unannounced drill.

The importance of keeping a drill as realistic as possible and complying with the drill scenario as far as practicable was explained and understood by all.

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



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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.

Comments/Suggestions for improvement: (SHIP)

1. Training radios located inside Fire station room was not fully utilized. 1 radio was not used.
2. First Aid Team was not able to properly report the actions to Bridge. First aid team to carry one spare radio.
3. Loadicator report was not sent to company during the drill.

Comments/Suggestions for improvement: (SHORE)

1. Clock in emergency room was not adjusted to read ship time when initial notification was received. It was adjusted 30 minutes after the drill commenced.
2. Communications to third parties should be outside and not made in EMERGENCY RESPONSE ROOM as it leads to distraction.
3. Annual Drill planner to be uploaded in SHEQ.

Media Holding Statement Example

Thursday, November 24, 2016 9:46 AM

Media Holding Statement

09 July 2018 / 1518

1512

DRILL DRILL DRILL

To be released once approved by Group Senior Management

The Management of Grindrod Shipping advises that the Vessel IVS MERLION is currently sailing in the Indian Ocean and there is FIRE ON BOARD CARGO HOLD NO 5 .

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.mtinetnetwork.com

Initial Report

Thursday, November 24, 2016 9:46 AM

Emergency Contact Number:	
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Emergency Response Initial Report(DRILL, DRILL, DRILL)

Who contacted the Office: 3NO OF IVS MERLION 09/07/2018

Ship's Name: IVS MERLION

Time of call: 1504H SINGAPORE TIME 09JUL2018, SHIPS TIME 1304H, 0704UTC

Ship's position: LAT 002-57.72N, LON 085-37.37E

Type of Incident: FIRE IN CARGO HOLD #5

Crew injured or killed: BOSUN UNCONSCIOUS AT CROSSDECK BETWEEN H#4

Where damaged: CARGO HOLD #5

What damaged:

Cargo On-board: COAL

Oil Spill: NO SPILL

How much :

Weather Sitrep: WIND NE FORCE 5

Other Notes:

VESSEL ROLLING AND PITCHING

Inform:

QF, HS, MW, DPA :

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

Flag state MPA: YES

Charterer or commercial : YES

RRDA :

Crewing : YES

Vessel:

SITREP

14 August 2015 10:00 AM



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FOLLOW UP SITUATION REPORT

Report Number: 01

Date: 09JUL2018

Time: 1515H SINGAPORE TIME

Information received from: IVS MERLION

Contact Numbers for updates/further information:

Master: CAPT. CELSO TORLAO

FBB Tel :+870-773-930-947

VSAT :+65-315-87211

VSAT: +65-315-87235

:

Email: ivsmerlion.master@grindrodfleet.com

SHIP: MV IVS MERLION

Location of Incident: CARGO HOLD

#5

Date/Time of Incident: 1504H SINGAPORE TIME 09JUL2018, SHIPS TIME 1304H, 0704UTC

Masters Name: CELSO TORLAO

Summary of Incident:

DRILL DRILL DRILL!!!

INITIAL REPORT

1. Fatalities and injuries – **BOSUN - UNCONSCIOUS/NOT BREATHING/NO PULSE**
2. Reason for fire/explosion if known – **COAL CARGO IGNITION**
3. Wind, sea and weather conditions – **NE / MOD.SEA / CLOUDY**
4. Extent and position of fire/explosion - **CARGO HOLD NO.5**
5. Damage to vessel (seaworthiness) – **PAINT ON MAIN DECK STARTED TO BUBBLE**

6. Assistance required – **YES, VESSEL PROCEEDING TO NEAREST COAST (COLOMBO)**
7. Firefighting progress and methods – **BOUNDARY COOLING / FLOODING HOLD WITH CO2**
8. Explosion danger or repeat **YES**
9. Quantity of fire extinguishing medium used and remaining quantity **33 BTLS / 64 BTLS**
10. Condition of Main Engine, Generators and Windlass – **ALL WORKING**
11. Condition of Steering Gear Rudder and Propeller – **ALL WORKING**
12. Total tonnage of cargo and distribution **28000MT COAL**
13. Cargo loss/damage/contamination – **4300MT COAL ON CH NO5**
14. Dangerous cargo - **COAL**
15. Stability problems - **NIL**
16. Nearest emergency port (ETA, course and speed) **COLOMBO / 11 JULY/1500SGT / 317 / 11KTS**
17. Ships within vicinity - **NIL**
18. Weather forecast next 6 hours and next 24 hours – **MODERATE SEA/SWELL**
19. Risk – **FO TANKS COMPROMISED / OTHER HOLDS POSSIBLE SELF-IGNITION ALSO**

Number/Details of Casualties : BOSUN -UNCONSCIOUS/NOT BREATHING/NO PULSE

Damage: PAINT ON MAIN DECK STARTED TO BUBBLE

Authorities Involved: P&I, MTI, MRCC INFORMED, AGENT INFORMED, H&M INFORMED, NK INFORMED

Emergency Services Involved:

Response Services Involved:

Company Emergency Response Activities:

Investigation: -

Press Media Coverage: YES

Press Response:

Report Sheet Issued By:

Name: Kerry Everett

Title: SHEQ Assistant

Contact Details: +27 31 302 7911



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

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FOLLOW UP SITUATION REPORT

Report Number: 02

Date: 09JUL2018

Time: 1533H SINGAPORE TIME

Information received from: 3NO

Contact Numbers for updates/further information:

Master: CAPT. CELSO TORLAO

FBB Tel :+870-773-930-947

VSAT :+65-315-87211

VSAT: +65-315-87235

:

Email: ivsmerlion.master@grindrodfleet.com

SHIP: IVS MERLION

Location of Incident: CARGO HOLD #5

Date/Time of Incident:

Masters Name: CELSO TORLAO

Summary of Incident:

CO2 HAS BEEN RELEASED TO CH #5, FIRE PUT OUT USING CO2 SYSTEM, CONTINUOUS MONITORING THE CH #5 FOR RE-IGNITION

Number/Details of Casualties : BOSUN, FIRST AID ADMINISTERED, STABILIZED

Damage: STILL THE SAME

Authorities Involved: MTI, P&I, COLOMBO PORT AUTHORITY INFORMED

Emergency Services Involved:

Response Services Involved:

Company Emergency Response Activities:

Investigation: -

Press Media Coverage:

Press Response:

Report Sheet Issued By:

Name: Kerry Everett

Title: SHEQ Assistant

Contact Details: +27 31 302 7911



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FOLLOW UP SITUATION REPORT

Report Number:

Date:

Time:

Information received from:

Contact Numbers for updates/further information:

Master:

FBB Tel :

VSAT :

VSAT:

:

Email:

SHIP:

Location of Incident: :

Date/Time of Incident:

Masters Name:

Summary of Incident:

Number/Details of Casualties :

Damage: Hull damage, Ballast tank

Authorities Involved: MTI, P&I

Emergency Services Involved:

Response Services Involved:

Company Emergency Response Activities:

Investigation: -

Press Media Coverage:

Press Response:

Report Sheet Issued By:

Name:

Title:

Contact Details: +27 31 302 7911



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FOLLOW UP SITUATION REPORT

Report Number:

Date:

Time:

Information received from:

Contact Numbers for updates/further information:

Master:

FBB Tel :

VSAT :

VSAT:

:

Email:

SHIP:

Location of Incident:

Date/Time of Incident:

Masters Name:

Summary of Incident:

Number/Details of Casualties :

Damage:

Authorities Involved:

Emergency Services Involved:

Response Services Involved: I

Company Emergency Response Activities:

Investigation: -

Press Media Coverage:

Press Response:

Report Sheet Issued By:

Name:

Title:

Contact Details: +27 31 302 7911