



2019 SHIP/SHORE DRILL

2019 ANNUAL EXERCISE

Vessel name:	IVS ORCHARD	Date:	26 April 2019
Position	Lat: 33°55.18'N/Long: 130° 52.78'E - Kanmon Strait		
Time from:	1515 SGT	Time to:	1700 SGT

REVIEWED AND APPROVED BY

CAPT K.RAJARAMAN

DPA



2019 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 GROUNDING 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 – 11 - Grounding
- 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 :
 - SHEQ - Contingency plan – 11
 - GA plan
 - Capacity plan
 - Emergency contacts
 - CARGO MSDS
 - Loadicator report
 - HSE 4.5. EMERGENCY RESPONSE
- 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 staff
- 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 times mentioned in the report is Singapore Standard Time (GMT + 0800 Hrs).

➤ COMMUNICATION:

Through Telephone and Email

➤ EXERCISE SCENARIO

Vessel is on loaded condition proceeding inbound Kanmon Strait to Inland Sea Japan. Position: Lat: 33° 55.18'N / Long: 130° 52.78'E . Weather Condition: Wind: NE 5 / Sea: calm
While vessel trying to avoid collision from an out bound vessel, own vessel altered course substantially as per Pilots advice and ran aground

Main engine was put to stop and Port anchor let go.

Vessel Draft: Forward: 7.38 M Midship: 8.14 M Aft: 8.90 M
Depth of water: 7.90 M + height of tide: 0.90 M = 8.80 M
Present height of tide: 0.90 M – 26 April 1530LT
Next height of tide: 27 April 0300LT – 0.90 M
Seabed characteristic where vessel is aground Mud-Sand.

Vessel lighters cargo to barges.

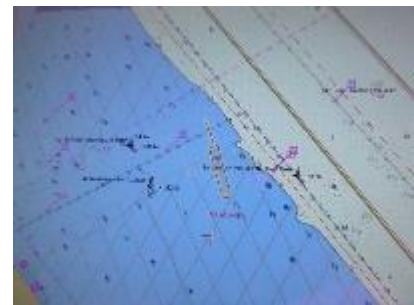
Vessel re-floats at next high tide and using tugs vessel moves to deeper waters



Helmsman altered course and OOW monitoring the vessel



Vessel enters shallow waters



Vessel aground



2019 SHIP/SHORE DRILL

➤ MINUTES OF DRILL

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

TIMING	MAIN EVENTS
26 Apr 1518LT	Vessel ran aground. Stop engines. Let Go Port Anchor.
26 Apr 1518LT	Master has sounded the emergency alarm and summoned the crew “this is a drill”,
26 Apr 1518LT	VDR DATA SAVED
26 Apr 1520LT	Master informs ship's in vicinity on vhf channel 16 and displays COLREG signals
26 Apr 1524LT	All crew mustered and accounted
26 Apr 1524LT	Master calls company through 24 hour emergency number and informs the situation
26 Apr 1525LT	Master informs port authorities
26 Apr 1526LT	Change over of cooling water intakes to the high intakes
26 Apr 1527LT	All watertight doors closed
26 Apr 1530- 1536 LT	<p>Master assess damage to the ship and send initial notification report which includes</p> <ul style="list-style-type: none"> <input type="checkbox"/> Checking hull for damage; <input type="checkbox"/> Sounding all tanks and engine room bilges; <input type="checkbox"/> Examining empty spaces; <input type="checkbox"/> Checking draft <input type="checkbox"/> Checking cargo damage <p>No injuries , pollution , no cargo damage , no water ingress , no hull damage</p> <p>All soundings intact</p>
26 Apr 1530LT	Alcohol test was conducted for all watch keepers: Negative for all.
26 Apr 1534LT	Master ascertains the state of tide, tidal range, next tide, currents, present and forecast weather
26 Apr 1536LT	Soundings taken around the ship to determine the depth of water and nature of the bottom.
26 Apr 1536LT	Master informs CHARTERERS agent and requests barges for lightering and two tug boats to assist the vessel
26 Apr 1538LT	Master calculates vessels draught needed to re-float,
26 Apr 1540LT	Follow up report 1
26 Apr 1629LT	Follow up report 2



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26 Apr 1630LT	Two tug boats arrived and assist the vessel. Later on Vessel lighters cargo to barges. Vessel re-floats at next high tide and using tugs vessel moves to deeper waters
26 Apr 1645LT	Debriefing
26 Apr 1700LT	Drill called off

TIMING	COMPANY MAIN EVENTS
1527	Initial report uploaded in One note
1530	Emergency response team activated in Singapore office
1537	Initial media holding statement uploaded in One note
1540	TOP MANAGEMENT informed regarding the incident
1543	Operators / charterers / Class NK / Agent / H&M
1546	UK P&I club informed
1547	MPA informed
1548	MEDIA informed
1549	Owners informed
1550	Japan port authorities informed
1557	DONJON SMIT informed regarding the incident
1605	DPA reminds vessel regarding media holding statement
1617 -1723	SITREPS updated in ONE NOTE
1745	Drill called off and debriefing held in company

➤ **DEBRIEFING**

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

Following points were discussed:

- Reason for ship/shore drills.
- Crews initial response to the drill.
- Performance of duties as per muster list.
- Progress and escalation of drill. In a complex scenario, crew reminded to tackle each scenario as it arises.
- The importance of good communications and giving clear and concise instructions.
- Safety of own crew not to be compromised
- Contingency plan no 11 shall be referred to for grounding
- Use of loadicator reports during grounding incidents
- Use of MPA forms for reporting incidents
- Use of SITREP
- Importance of media holding statements and media response
- Crew input: all crew given the opportunity to add their input and make recommendations.



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➤ 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 11 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 equipment including communication were found in order?	Yes	All 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	

➤ FINDINGS / COMMENTS / SUGGESTION FOR IMPROVEMENT

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

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



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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.

➤ COMMENTS/SUGGESTIONS FOR IMPROVEMENT: (SHIP)

- Longitude provided during initial report was not correct. It was later amended
- Timings of drill not accurate , maintained in sequential order in the reports

Record keeping to be accurate during drills.

➤ COMMENTS/SUGGESTIONS FOR IMPROVEMENT: (SHORE)

- Date not updated in top section of ONE NOTE during the drill.

Record keeping to be accurate during drills.



2019 SHIP/SHORE DRILL

Pictures of drill:



Stop Engine



Emergency Alarm Sounded



Crew Mustered



Closed all Watertight Doors



VDR Data Saved



Master Communicate "Ship to Shore"(Port Authorities)



Master "Calls Company 24hour Emergency number & report the situation"



Master "assess damage"



Check Hull for Damage



2019 SHIP/SHORE DRILL



Raise day light shape 3 black ball in vertical Line



Drop Port Anchor



Lifeboat Prepared



Rescue boat and davit prepared



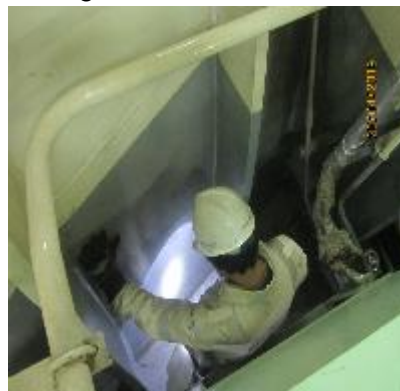
Sounding of Ballast Tank and CH Bilges on Port Side



Sounding of Ballast Tank and CH Bilges on Starboard Side



Sound Ballast Tank Forward and Aft



Check Hull Damage in Engine Room



Checking of Tank Sounding in Engine Room





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Check Sea Chest in Engine Room

Checking of Draft

Alcohol Test Conducted for all watch keepers.



Sounding taken on midship



Sounding Taken forward



Sounding taken aft.



Master "Ship to Shore"



Ascertain state of tide, weather forecast etc.



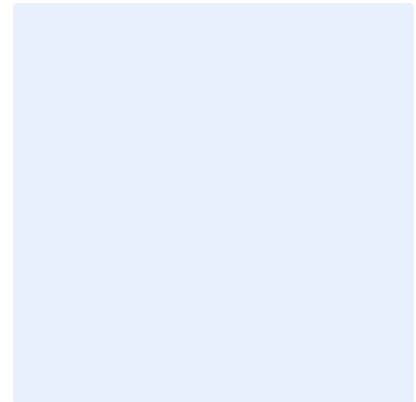
3NO sending emails reports to the Company



Debriefing



Debriefing by Master



Initial Report

Thursday, 20 December, 2018 3:46 PM

Emergency Contact Number:

+65 66321380

Emergency Response Initial Report(DRILL, DRILL, DRILL)

Who contacted the Office: MASTER OF IVS ORCHARD

Ship's Name: IVS ORCHARD

Time of call: 1527 SGT

Ship's position: 33 55.26N , 131 03 .75E

Type of Incident: GROUNDING

Crew injured or killed: NIL

What damaged: MASTER ASSESSING THE SITUATION

Cargo On-board: 20282 mt COPPER Concentrates in 1 , 2 , 4 5





3.01.17
mpa repo...



Tobata
Seitetsu - ...

Oil Spill: NIL

How much : NIL

Weather Sitrep: NE X 5

Other Notes: MASTER HAS ACTIVATED EMERGENCY RESPONSE PROCEDURES AS PER COMPANY SMS

VESSEL HAS DROPPED PORT ANCHOR

PILOT ON BOARD

MASTER HAS INFORMED AGENT FOR TUGS ASSISTANCE

Inform:

QF, HS, DPA : YES, 1540 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

DRILL DRILL DRILL

To be released once approved by Group Senior Management

The Management of Grindrod Shipping advises that the Vessel IVS ORCHARD grounded while averting collision with another vessel.

Time of incident : 26 APR 2019 / 1518 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

SITREP

Thursday, 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

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

FOLLOW UP SITUATION REPORT

Report Number: 01

Date: 26 april 2019

Time: 1617 SGT

Information received from: Master

Contact Numbers for updates/further information:

Master: IVS Orchard

VSat 2 (Master) : +65 31630131

VSat 1 (Bridge) : +65 31630132

FBB (Bridge) : + 870 773930537

Inm-C (tlx) : 456339410

E-mail: ivsorchard.master@grindrodfleet.com

Location of Incident: : Latitude: 33° 55.26'N / 131° 03.75'E



IVS

ORCHARD...

Date/Time of Incident: 26 April 1518LT JST

Masters Name: Capt. Godfrey Gimotea

Summary of Incident:

Number/Details of Casualties : Nil

Damage: nil

Authorities Involved: No

Emergency Services Involved: Yes

Response Services Involved: NO

Company Emergency Response Activities: Mobilization of available resources

Investigation: Not at the moment

Press Media Coverage: Informed the media

Press Response: Nothing

Report Sheet Issued By:
Name: K.RAJARAMAN
Title: DPA

Contact Details: +6597771521



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

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

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Fax: +27 31 307 4517

E-mail: unicorn@unicornshipping.co.za

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

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FOLLOW UP SITUATION REPORT

Report Number: 02

Date: 26 APR 2019



IVS
ORCHARD...

Investigation: Not at the moment

Report Sheet Issued By:
Name: K.RAJARAMAN

Title:DPA

Contact Details: +6597771521



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

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Fax: +27 31 307 4517

E-mail: unicorn@unicornshipping.co.za

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

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FOLLOW UP SITUATION REPORT

Report Number: 03

Date: 26 APR 2019



IVS
ORCHARD...



26 APRIL 2019

Action to be taken (not necessarily in order):

- Stop engines.
- Sound the general alarm.
- Close watertight doors.
- Assess damage to the ship as soon as possible -:
 - Check hull for damage;
 - Sound all tanks and engine room bilges;
 - Examine empty spaces;
 - **DO NOT OPEN TANK LIDS, HATCH COVERS, CLEANING PORTS & ACCESSES ETC BECAUSE LOSS OF BUOYANCY MAY RESULT.**
- Assess the situation without delay -:
 - Sound around the ship to determine the depth of water and nature of the bottom.
 - Check vessels draught and calculate stability and buoyancy needed to refloat, and draught and trim after refloating.
 - Ascertain the state of tide, tidal range, next spring tide, currents, present and forecast weather.
- Call for assistance if the vessel is in immediate danger of breaking up or sinking. Consider abandoning ship or evacuating non-essential personnel.
- Advise owners/managers, charterers and appropriate authorities of situation and details of hazardous cargo and marine pollutants (see SMPEP for appropriate details).
- Consider an immediate attempt to refloat the vessel using the engine, tugs and ground tackle, giving due regard to possible damage that might be caused to the ship and machinery.
- Change over cooling water intakes to the high intakes (before using engines).
- Seriously consider ballasting and controlled flooding of tanks/holds to prevent the vessel from going further aground or sustaining damage by bumping in a swell.
- If immediate attempt to refloat is unsuccessful or not an option, then in close liaison with the owners, salvors and authorities develop plan of action on how to refloat the vessel and when to attempt it.
- Save VDR data, following the instructions posted.

CONTINGENCY PLAN FOR GROUNDING

1. Every precaution should be made to avoid grounding.
2. An immediate attempt to refloat the vessel with or without assistance may be the best course of action. It is essential therefore that damage assessment and situation assessment is done as soon as possible prior to any attempt to refloat the vessel.
3. Safety of life is paramount and consideration should be given to abandoning ship if the vessel is considered in immediate danger of breaking up or sinking. As a precaution consideration should be given to safely evacuating non-essential personnel while weather conditions permit.
4. If the immediate attempt to refloat the vessel is unsuccessful or is not an option then a plan of when and how to refloat the vessel must be developed in conjunction with the owners and if appropriate their appointed salvors. In the meantime the ship should be ballasted to hold her firm and to prevent her from being driven closer to shore or being damaged through bumping.
5. If pollution has occurred the SMPEP must be implemented at once. Consideration must be given to transferring bunkers or cargo from tanks to limit or prevent pollution, taking into consideration possible adverse effects to stress or trim. Owners and appropriate authorities must be kept fully advised.
6. Every effort must be made to **minimise pollution**. MARPOL Reg 11 provides for oil or oily mixtures to be discharged into the sea for the purpose of securing the safety of the ship or safety of life, provided **all reasonable precautions** have been taken to minimise the discharge. (Authorities will thoroughly investigate and check that all reasonable precautions were taken, if not heavy penalties could be imposed.) Keep a log of all events, communications and precautions taken to prevent pollution, and any decisions that may have an adverse effect on pollution prevention.
7. The Master must use his judgement and the authority given him to implement the necessary action and assistance to ensure the safety of life, the safety of the ship and cargo, and the protection of the environment, which are paramount.
8. Calls to the vessel's mobile and satellite telephones during the emergency may provide a major distraction to the Master, and consideration should be given to posting a dedicated officer on the bridge to handle and filter all communications.
9. Guidance is provided by the following publication -:
 - **PERIL AT SEA AND SALVAGE**
 - ↓ Chapter 1 Assistance, including salvage assistance
 - ↓ Chapter 2 Communications
 - ↓ Chapter 3 Casualty reports
 - ↓ Chapter 4 Evaluation of situation
 - ↓ Chapter 9 Action when the ship is aground



M P A
SINGAPORE

Maritime and Port Authority of Singapore
REPORT OF A MARINE CASUALTY OR MARINE INCIDENT

MERCHANT SHIPPING ACT (CHAPTER 179)

Section 107 "Report of accidents, etc., to Director"

SECTION I – SHIP PARTICULARS					
1. IMO No.: 9528029		2. Name of Ship: IVS ORCHARD		3. Flag: SINGAPORE	
4. Type of Ship:					
<input type="checkbox"/> Bulk Dry (cement, woodchips, urea and other specialised) Carrier	<input checked="" type="checkbox"/> Bulk Dry (general, ore) Carrier	<input type="checkbox"/> Bulk Dry / Oil Carrier			
<input type="checkbox"/> Bulk Dry Carrier - Self-discharging	<input type="checkbox"/> Container	<input type="checkbox"/> Dredger			
<input type="checkbox"/> Dry Cargo (livestock, barge, heavy cargo etc.) Carrier	<input type="checkbox"/> Fish Catching	<input type="checkbox"/> Fish Factory / Fish Carrier			
<input type="checkbox"/> General Cargo	<input type="checkbox"/> High-Speed Craft	<input type="checkbox"/> Non-propelled			
<input type="checkbox"/> Offshore Supply	<input type="checkbox"/> Passenger / Ferry	<input type="checkbox"/> Passenger / General Cargo			
<input type="checkbox"/> Passenger / Ro-Ro Cargo	<input type="checkbox"/> Refrigerated Cargo	<input type="checkbox"/> Research			
<input type="checkbox"/> Ro-Ro Cargo	<input type="checkbox"/> Tanker - Chemical	<input type="checkbox"/> Tanker - Oil			
<input type="checkbox"/> Tanker - Liquid (non-flammable)	<input type="checkbox"/> Tanker - Liquefied Gas	<input type="checkbox"/> Towing / Pushing Tug			
<input type="checkbox"/> Other Activities	<input type="checkbox"/> Other Offshore	<input type="checkbox"/> Other Ships Structures			
5. Type of Service:					
<input type="checkbox"/> Near-Coastal	<input type="checkbox"/> International	<input type="checkbox"/> Inland Waters	<input type="checkbox"/>	<input type="checkbox"/> Short International Others:	
6. Were any voyage related restriction limits placed on the ship – if Yes, elaborate: NO					
7. Gross Tonnage: 20,928		8. LoA: 179.90		9. Classification Society: CLASS NK	
10. Shipowner and Manager / Contact details (include e-mail): Grindrod Ship Management, A Division Of Grindrod Shipping Pte. Ltd., 200 Cantonment Road, #03-01 Southpoint, Singapore 089763 Tel: +65 6323 0048 Fax: +65 63230046 Email: RajaramanK@grindrodshipman.com					
11. DPA and Local Agent / Contact details (include e-mail): CAPT. K. RAJARAMAN Tel: +65 6323 0048 Mobile: +65 9777 1521 Email: RajaramanK@grindrodshipman.com					
12. Previous Name(s): N/A			13. Previous Flag(s): N/A		
14. Previous Classification Societies: N/A					
15. Date of Contract / Keel Laid / Delivery: Keel laid: May 6, 2010 / Delivery: March 2, 2011					
16. Date of Major Conversion: N/A			17. Deadweight: 32,535		
18. Hull Material:		<input checked="" type="checkbox"/> Steel	<input type="checkbox"/> Light Alloy	<input type="checkbox"/> Ferrocement	
<input type="checkbox"/> Wood		<input type="checkbox"/> GRP	<input type="checkbox"/> Composite Materials		
19. Hull Construction:		<input checked="" type="checkbox"/> Single Hull	<input type="checkbox"/> Double Hull	<input type="checkbox"/> Double Bottom	
<input type="checkbox"/> Double Sides		<input type="checkbox"/> Mid Deck	<input type="checkbox"/> Others:		
20. Propulsion - Type:		<input type="checkbox"/> Steam	<input checked="" type="checkbox"/> Diesel	<input type="checkbox"/> Others:	
21. Bunkers:		<input checked="" type="checkbox"/> HFO	<input type="checkbox"/> MFO	<input checked="" type="checkbox"/> MDO	<input type="checkbox"/> Others:
22. Propellers:		<input type="checkbox"/> No	<input checked="" type="checkbox"/> FPP	<input type="checkbox"/> CPP	<input type="checkbox"/> Others:
23. Building Yard: JIANGMEN NANYANG SHIPYARD			24. Hull No.: JNS 609		

SECTION II – VOYAGE PARTICULARS		
25. From – Location / Date-Time: Qinhuangdao, China / Departure: 21st April 1600LT		
26. Draught (Fore and Aft) / Air Draught: Fore: 7.38 M / Aft: 8.90 M / Air draft: 33.50 M		
27. To – Location / ETA: Saganoseki, Japan / 26th April 2345LT		
28. Persons on board - Crew / Passengers / Others: Crew: 21 / Pax: nil		
29. Cargo on board – type / amount (specified those under IMDG Code): Copper Concentrate - in bulk 20, 282 MT -		
SECTION III – PRELIMINARY CASUALTY / INCIDENT DATA		
30. Date-Time (local) / Time Zone: 26 April 2019 1618LT / 0718 UTC Time zone: + 9		31. Position: Lat-Long / Name of location: Lat: 33°55.18'N/Long: 130° 52.78'E - Kanmon Strait
32. Location:	<input type="checkbox"/> At Berth	<input type="checkbox"/> Anchorage
<input type="checkbox"/> Port Approach	<input type="checkbox"/> Inland Waters	<input checked="" type="checkbox"/> Canal
<input type="checkbox"/> Archipelagos	<input type="checkbox"/> Coastal Water (<12nm from shore)	<input type="checkbox"/> Open Sea
		<input type="checkbox"/> Port
		<input type="checkbox"/> River
		<input type="checkbox"/> TSS (adopted by IMO)
33. Pilot (indicate whether mandatory and date-time on board): Mandatory - 26 April 1442LT		
34. Tidal Stream - Dir / Rate: Slack		35. Wind - Dir / Speed: NE 5
36. Visibility: Good		37. Sea State: calm
38. Initial Event:	<input type="checkbox"/> Collision: <i>striking or being struck by another ship (regardless of whether underway, anchored or moored)</i> : Other Ship(s): IMO No. / Name / Flag:	
	<input checked="" type="checkbox"/> Stranding or Grounding: <i>being aground or hitting / touching shore or sea bottom or underwater objects (wrecks etc)</i>	
	<input type="checkbox"/> Contact: striking any fixed or floating object other than those included in .1 or .2	
	<input type="checkbox"/> Fire or Explosion	
	<input type="checkbox"/> Hull failure or failure of watertight doors, ports etc: not caused by .1 to .4	
	<input type="checkbox"/> Machinery Damage: not caused by .1 to .5 and which necessitated towage	
	<input type="checkbox"/> Damages to ship or equipment: not caused by .1 to .6	
	<input type="checkbox"/> Capsizing or listing: not caused by .1 to .7	
	<input type="checkbox"/> Missing: assumed lost	
	<input type="checkbox"/> Involving LSA	
<input type="checkbox"/> Others: not covered by .1 to .10		
39. Consequences to Ship:	40. Consequences to Humans:	41. Consequences to Environment:
<input type="checkbox"/> Total Loss / Constructive Total Loss – Date:	No. of dead or missing crew: Nil	
<input type="checkbox"/> Ship rendered unfit to proceed: <i>in a condition which does not correspond substantially with statutory requirements, presenting a danger to the ship and the persons on board or an unreasonable threat of harm to the marine environment</i>	No. of dead or missing passengers: Nil	Oil: Type / Quantity spilled: NONE
	No. of dead or missing persons: Nil	
	No. of crew seriously injured*: Nil	Dangerous Goods in package form: Class / Quantity overboard: NONE
	No. of passengers seriously injured*: Nil	
<input checked="" type="checkbox"/> Ship remains fit to proceed: <i>in a condition which corresponds substantially with statutory requirements, presenting neither a danger to the ship and the persons on board nor an unreasonable threat of harm to the marine environment</i>	No. of other persons seriously injured*: Nil	Ballast Water: Location of uptake / Quantity spilled: NONE
	*requires hospitalisation Nil	


SECTION IV – PROBABLE CAUSE(S)

42. AVOIDING COLLISION

SECTION V – ACTIONS TO PREVENT SIMILAR OCCURRENCES

43. FOLLOW THE RULES OF THE ROAD AND ACT ACCORDINGLY

SECTION VI – NARRATIVE

44. Vessel is on loaded condition proceeding inbound Kanmon Strait to Inland Sea Japan, while vessel trying to avoid collision **N** from an out bound vessel, own vessel altered course substantially as per Pilots advice and ran aground in position: Latitude: 33° 55.18'N / 130° 52.78'E on 26 April 1618LT JST. Engine was Stop and Port anchor let go. 

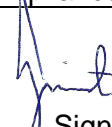
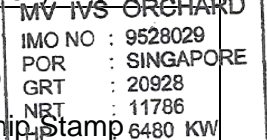
26 Apr 1618LT Stop engines.
 26 Apr 1618LT Emergency alarm sounded.
 26 Apr 1624LT all crew mustered and accounted
 26 Apr 1527LT All watertight doors closed
 26 Apr 1618LT VDR DATA SAVED
 26 Apr 1620LT Master informs ship's in vicinity on vhf channel 16 and displays COLREG signals
 26 Apr 1624LT Master calls company through 24 hour emergency number and informs the situation
 26 Apr 1636LT Master assess damage to the ship and send initial notification report
 • Check hull for damage; • Sound all tanks and engine room bilges; • Examine empty spaces; • Check draft • Check cargo damage
 No injuries , pollution , no cargo damage , no water ingress , no hull damage
 All soundings intact
 26 Apr 1630LT Alcohol test was conducted for all watch keepers: Negative for all.
 26 Apr 1636LT Soundings taken around the ship to determine the depth of water and nature of the bottom.
 26 Apr 1621LT Inform port / terminal authorities
 26 Apr 1620LT Change over cooling water intakes to the high intakes
 26 Apr 1638LT Check vessels draught needed to re-float,
 26 Apr 1624LT Ascertain the state of tide, tidal range, next tide, currents, present and forecast weather
 26 Apr 1640LT Follow up report 1 -
 26 Apr 1636LT Master informs CHARTERERS agent and requests barges for lightering and two tug boats to assist the vessel
 26 Apr 1730LT Two tug boats arrived and assist the vessel.
 26 Apr 2030LT Vessel start discharges 500 mt CARGO TO BARGES in CH no. 5 ((TPC 45.2 mt, DRAFT: Fwd: 7.38 m Mid: 8.14 m Aft: 8.90m) using ship's crane and ship's grab
 27 Apr 0145LT Vessel completed discharges 500 mt CARGO TO BARGES in CH no. 5 ((TPC 45.2 mt, DRAFT: Fwd: 7.62 m Mid: 7.94 m Aft: 8.27m)
 26 April 2030LT Follow up report 2
 27 Apr 0206LT Vessel re-floats at next high tide and using tugs vessel moves to deeper waters

SECTION VII – PERSON MAKING THIS REPORT

DECLARATION

I declare that this Report (consists of pages), including the crew list, is true to the best of my knowledge and belief and I make it knowing that, if it is tendered in evidence, I may be liable to prosecution if I have wilfully stated in it anything which I know to be false or do not believe to be true.

I further declare that all shipboard statutory certifications were in order prior to the casualty /incident (otherwise – provide details of the non-compliance and actions taken).

Capt. Godfrey G. Gimtea VSat 2 (Master): +65 31630131 VSat 1 (Bridge) : +65 31630132 ivsorcharch.master@grindrodfleet.com	 26 April 2019	
Title / Name / Contact details (include e-mail)		Signature / Date / Ship Stamp

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