



2020 SHIP/SHORE DRILL

2020 ANNUAL EXERCISE

Vessel name:	IVS ORCHARD	Date:	30 MAR 2020
Position	LAT: 23 51 S , 151 19 E		
Time from:	1045 SGT	Time to:	1210 SGT

REVIEWED AND APPROVED BY

CAPT K.RAJARAMAN

DPA



2020 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”



2020 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.



2020 SHIP/SHORE DRILL

➤ Parties Involved:

- Ship and office
- UK P&I club
- Charterers / owners / MPA / Operators / Agents / Media / 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.
- 800 liters overflow from vent pipes during bunkering.
- 300 liters contained on board and 500 liters spilt overboard.

Shipboard minutes of Drill

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

TIMING	SERIES OF EVENTS
1045	Vessel is in Gladstone, South Trees East Berth (position: Lat: 23 51 S / Long: 151 19 E) receiving bunkers of 325MT
1045	Iridium / Vsat phone tested
1050	Duty engineer reports bunker overflow during topping up of FO Tank no. 3-C.
1050	Bunkering operations immediately stopped. Informed Bunker Barge personnel.
1051	Master sounds the general alarm and announces BUNKER SPILL in the PA system
1051	Cargo operations stopped. Informed Stevedore's Foreman
1052	Master sends Initial notification report by email
1057	DPA acknowledged initial notification by email



2020 SHIP/SHORE DRILL

1059	Master also calls DPA and inform FO bunker spill while bunkering
1100	All crew mustered and head count taken. No injury reported. Approx. 800ltrs spilt on deck.
1100	Master activates emergency response procedures as per SOPEP / contingency plan section 39
1103	Emergency team verify scuppers and commence containment of spill on deck using SOPEP equipment to prevent oil spill overboard.
1103	Master instructed CEO to transfer the overflow FO tank no. 3C to empty tanks FO no. 1-PORT
1103	Ship staff commenced transferring spilt bunker into slack bunker tanks using a portable pump.
1105	Initial notification report sent to all parties. Company informs all parties (MPA ,CLASSNK , UK P&I CLUB , CHARTERERS , OWNERS , MEDIA , AGENTS , H&M , GSM regarding the incident
1106	Master informs local agent Monson Agencies Australia Pty Ltd via Tel +61 7 4851 1800, port authorities and Gladstone Harbour Control via VHF Ch. 16 /13.
1106	Emergency response team informed regarding the incident
1107	Emergency response centre / team activated in Singapore.
1107	One note updated by Marine suptd
1108	Ship staff commence clean up using SOPEP equipment
1109	Master informs ship's in vicinity on vhf channel 16
1110	Media holding statement updated in ONE NOTE
1112	Master requested agent for oil booms to be kept around vessel
1112	Company advises Master to comply with Media holding statement
1113	Master sends follow up report 1 and mentions approx. 500 litres of oil overboard
1120	Follow up report 1sent to all parties.
1124	Agent arranged oil booms through Port authorities which was laid around vessel
1124	Shore cleaning gang arrived and removed spilt bunkers from water through portable pumps/ oil absorbents
1125	Internal FO transfer from overflow tank no. 3C to tank no.1 port completed
1135	Master sends follow up report 2
1136	Deck clean up completed by ship staff
1140	Water side clean-up completed by shore cleaning gang



2020 SHIP/SHORE DRILL

1142	Company informs all parties that the situation is under control and no further assistance is required
1142	Master arranged for disposal of clean up materials through agent
1145	Follow up report 2 sent to all parties. The situation is under control now. Clean up on board and in water has been completed. Vessel will resume her bunkering operations
1145	Drill called off
1210	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 SOPEP 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



2020 SHIP/SHORE DRILL

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. 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.

Timings provided in the initial notification were not very accurate. Initial notification report mentioned pollution was at 1100 SGT but Master sent initial notification by email at 1052 SGT.

Ship staff were briefed to pay attention in detail while recording timings during any incident.

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

Initial Report

Monday, 30 March, 2020 11:07 AM

All Emails are to be sent to the following address: globalerc@grindrodshipping.com

Emergency Contact Number:	+65 321380 +27 31 302 805
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Emergency Response Initial Report(DRILL, DRILL, DRILL)

Who contacted the Office: MASTER

Ship's Name : IVS ORCHARD

Time of call: 1052h SGT - EMAIL and 1059 by phone to DPA.

Ship's position: 23-51S, 151-19E / Port of Gladstone – Australia , berth SOUTH TREES EAST

Type of Incident: FO TANK NO.3 OVERFLOW DURING TOPPING UP WHILE BUNKERING

Crew injured or killed: NIL

What damaged: NIL

Cargo On-board: Ballast Condition

Oil Spill: FO TANK NO.3 OVERFLOW DURING TOPPING UP WHILE BUNKERING , OIL SPILL OVERBOARD on 30 March 2020 at 1300LT/0300UTC

How much : 800 litres overflow during bunkering Approx. 500 litre spilt overboard and 300 litres retained on board.

Weather Sitrep:

Wind :

Direction ESE WIND

Speed (Beaufort) BF 4

Sea:

Direction ESE

Height (m) 0-0.5m

Other Notes:

FO TANK NO.3 OVERFLOW DURING TOPPING UP WHILE BUNKERING
REQUIRED OIL BOOM TO KEPT AROUND THE VESSEL
TRANSFERRED THE SPILT BUNKER INTO SLACK TANK

Reminder: Master/Office to follow the relevant contingency plan

Inform:

QF, HS, DPA :

Port Control:
Class:
MTI:
P&I:
H&M:
Owners:
Agents, :
Flag state MPA:
Charterer or commercial :
RRDA :
Crewing :
Vessel :
Dr Dungan:

Media Holding Statement Example

Monday, 30 March, 2020 11:10 AM

All Emails are to be sent to the following address: globalerc@grindrodshipping.com

Media Holding Statement

IVS ORCHARD - OIL SPILL

DRILL DRILL DRILL

To be released once approved by Grindrod Shipping Senior Management

The Management of Grindrod Shipping advises that the Vessel IVS ORCHARD had an oil spill while bunkering at Gladstone.

Time of incident : 1052h SGT

Further information will be provided as it becomes available.

For any media enquiries, please contact MTI International.

MTI SGM (local Correspondent):

MTI London: Pat Adamson + 44 7836766947

www.mtinetwork.com

SITREP

Monday, 30 March, 2020 11:22 AM

All Emails are to be sent to the following address: globalerc@grindrodshipping.com



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: 30.03.2020

Time: 1113H SGT

Information received from: Vessel 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: 23-51S, 151-19E / Port of Gladstone – Australia , berth SOUTH TREES EAST

Date/Time of Incident: 30.03.2020 1052SGT

Masters Name: Wojciech Nowinski-Slowik

Summary of Incident:

FO TANK NO.3 OVERFLOW DURING TOPPING UP WHILE BUNKERING

800 litres overflow during bunkering Approx. 500 litre spilt overboard and 300 litres retained on board.

Actions being taken: TRANSFER SPILT BUNKER INTO SLACK TANK

1100SGT – All crew Mustered/ no injury reported

1103SGT – Verify scuppers and commence containment of spill on deck using SOPEP equipment.

1103SGT – Ship's staff commenced transferring spilt bunker into slack tank using portable pump.

1106SGT– Ship's staff commenced clean up using SOPEP equipment.

1106SGT– Master informed local agent and port authorities

1109SGT– Master informed ship's in vicinity via VHF Ch. 16

1112SGT– Master requested agent to provide oil boom to be kept around the vessel

Number/Details of Casualties : 0

Damage: 0

Authorities Involved: Agents have been notified

Emergency Services Involved: Master requested agent to provide oil boom to be kept around the vessel

Response Services Involved: PORT AUTHORITY INFORMED

Company Emergency Response Activities:

ERC team assembled

Contacted the vessel and advised Master on reporting protocol.

Vessels contingency plans are followed.

P&I Local correspondent was informed

Informed Parties:

UK Club

OWNERS

Charterers

H&M

GSM

IVS OPS

GRINDROD BOARD

CLASS NK

MPA

MEDIA

Press Media Coverage: Advised crew not to use any social media.

Press Response: Nil

Report Sheet Issued By:

Name: James Requilme

Title: Marine Superintendent

Contact Details: +65 9777 0052



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: 2

Date: 30.03.2020

Time: 1135H SGT

Information received from: Master

Contact Numbers for updates/further information:



IVS
ORCHARD...

Master: IVS Orchard
VSat 2 (Master) : +65 31630131
VSat 1 (Bridge) : +65 31630132
FBB (Bridge) : + 870 773930537
Inm-C (tlx) : 456339410
E-mail: ivsorchar.d.master@grindrodffleet.com

Information received from: Master

Location of Incident: 23-51S, 151-19E / Port of Gladstone – Australia , berth SOUTH TREES EAST

Date/Time of Incident: 30.03.2020 1052SGT

Masters Name: Wojciech Nowinski-Slowik

Summary of Incident: Update from Master

FO TANK NO.3 OVERFLOW DURING TOPPING UP WHILE BUNKERING
800 litres overflow during bunkering Approx. 500 litre spilt overboard and 300 litres retained on board.

Actions being taken: TRANSFER SPILT BUNKER INTO SLACK TANK

1124SGT – Oil boom was laid around the vessel
1125SGT – transfer of oil into empty tanks is completed.
1136SGT – Deck clean up completed
1140SGT – Water side clean up completed
1142SGT – Master arranged for disposal of clean up materials through agent.

Number/Details of Casualties : 0

Damage: None

Authorities Involved: Agents have been notified

Emergency Services Involved: Master requested agent to provide oil boom to be kept around the vessel

Response Services Involved: Not required

Company Emergency Response Activities:

ERC team assembled

Contacted the vessel and advised Master on reporting protocol.

Vessels contingency plans are followed.

P&I Local correspondent was informed

Informed Parties:

UK Club

OWNERS

Charterers

H&M

**GSM
IVS OPS
GRINDROD BOARD
CLASS NK
MPA
MEDIA**

Press Media Coverage: None

Press Response: None

**Report Sheet Issued By:
Name: James Requilme
Title: Marine Superintendent**

Contact Details: +65 9777 0052



AA **Vessel Name:** **Flag:** **Call Sign:**
IVS ORCHARD SINGAPORE 9V7782

BB (day and time of event, UTC)

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

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

2	3	5	1		S
D	D	M	M	N	S

d	d	d	N miles

1	5	1	1	9	E	
D	D	D	M	M	E	W

FF (speed, knots)

EE(course)

d	d	d

Kn	Kn	1/10

LL (intended track)

MM (radio station (s) guarded)
VHF CH. 16 & 13 / SAT-C 456339410 IVSO / 456339411 IVSO

NN (day and time of next report, UTC)

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

OO (Draught)

0	5	6	0
m	m	cm	cm

BALLAST 9 019 MT / HSFO 390MT / LSMGO 65MT

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

NO DEFECTS , MACHINERIES IN OPERATIONAL CONDITION

QQ (brief details of defects/deficiencies/damage)

RR **APPROX 800LTRS OF HSFO SPILLED / 300LTRS RETAIN OB & 500LTRS OVERBORD** (brief details of pollution, including estimate of quantity lost)

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

WIND [Direction ESE WIND
Speed (Beaufort) BF 4

SEA [Direction ESE
Height (m) 0-0.5m

OWNER 24h TEL +65 (0) 66321380 / AGENT- Monson Agencies Australia Pty Ltd +61 7 4851 1800

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

UU (ship size and type)

Length: (m) 179.90	Breadth: (m) 28.40	Tonnage 20928	Type Bulk Carrier
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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:

SEAWEIGH Pty Ltd - Tel 417 648 819 (24hrs) / Email - jholden@seaweigh.com.au / After Hours - John Holden - 417 648 819

HWL Ebsworth Lawyers - Tel 2 9334
8555 / Fax - 3 8615 4301 or 3 1300
369 656 / Email - jhurley@hwle.com.au /
Web - <http://www.hwlebsworth.com.au>

Colin Biggers & Paisley - Tel 8281 4555 /
Fax 8281 4567 / Email
- stuart.hetherington@cbp.com.au / Web
- <http://www.cbp.com.au>

Others:



VESSEL : IVS ORCHARD DATE : 30 March 2020

AREA / LOCATION : At Anchor – Gladstone, Australia (Scenario: At Port – Gladstone, Australia, Berth South Trees East / Position: 23-51S, 151-19E))



Activate Alarm

Public Address 'Oil Pollution

"Mustering



Review Contingency plan, checklist and bunker MSDS

Rechecked Scupper plugs

SOPEP KIT in readiness



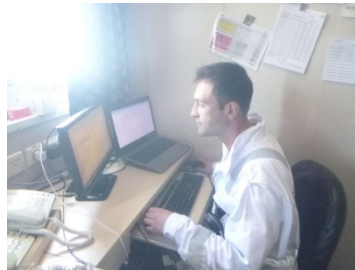
Master communicate to SHIP and SHORE

Engine team Standby for starting of transfer

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



PICTURE SUBMISSION FORM

Reporting Forms Manual

Form: 5.2.1D
Page: Page 3 of 3
Date: 07 June 2018
Rev No. 1.2
Appr: BMM



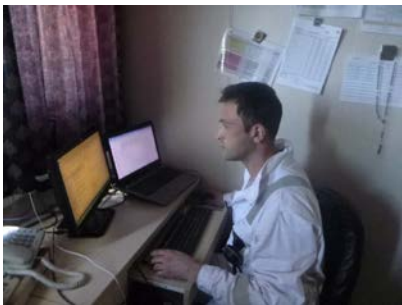
Lifeboat on standby



Prepare fire hoses in case of fire



Medical team on standby



Master sending final report to shore



Master debriefing at crew mess



Master debriefing at crew mess

