



SHIP / SHORE DRILL

2020 ANNUAL EXERCISE

DATE: 27 AUGUST 2020

Vessel name:	IVS KESTREL	Date:	27.08.2020
Position	LAT 15-07.0 S, LONG 118 – 48.2 E		
Time from:	1300 LT	Time to:	1430 LT

REVIEWED AND APPROVED BY
CAPT K. RAJARAMAN
DPA

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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 24-hour emergency number and all communication equipment
- To assess the effectiveness of implementation of contingency plan – 35 – Enclosed space rescue, 30 – Helicopter emergency and 31 – Serious injury / illness
- To understand and evaluate logistics requirement.
- To familiarize and to rehearse key personnel of their role during an emergency
- To ensure following IMO requirements are complied with during each drill:
 - Checking and use of personal protective equipment required for entry;
 - Checking and use of communication equipment and procedures including emergency signals;
 - Checking and use of instruments for measuring the atmosphere in enclosed spaces;
 - Checking and use of rescue equipment and procedures
 - Demonstration of first aid and resuscitation techniques
- To test Grindrod Shipping response to the (simulated) media.
- To be prepared for the PSC and other third-party inspection on compliance with SOLAS drill requirements
- 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.

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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"

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.
- E-mail Address to be used during the exercise: RajaramanK@grindrodshipman.com and JamesR@grindrodshipman.com
- Following forms / procedures shall be complied with:
 - Enclosed space entry permit form 3.3.1 (strict compliance)
 - Enclosed space entry procedures, HSE procedures manual - 4.10 (strict compliance)
 - Contingency plan – 35 – *Rescue from Enclosed Space*
 - Contingency plan – 30 – Helicopter Emergency
 - Contingency plan – 31 – Serious Injury / Illness
 - Enclosed space muster list
- Entry to enclosed space shall be in pairs only
- Although speed is vital, rescue operations should not be attempted until the necessary assistance & equipment has been mustered
- The Officer on the bridge is to record the time and bottle pressure when the BA wearer enters the space. He is then to calculate the expected exit time and warn the emergency party when the exit time is approaching.
- Appropriate rescue method and equipment should be determined based on the configuration of the space
- RECORDS - All documents and checklists exchanged by fax or email used during the Exercise should be filed in the Training file. All details to be logged in as an evidence of the Ship Shore Exercise. Record of all verbal & written communication, copies of all scribble-sheets etc, of this scenario must be collected and kept.

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- 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 calls shall be documented as part of the Exercise.
- 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 crew mess room 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.

Parties Involved:

LEVEL OF INVOLVEMENT

- Ship and office
- P&I club / Charterers / owners /CIRM / MRCC / crewing role / Flag state /etc was played within office

Preparation:

All parties were called over telephone, followed up by e-mail to appraise of 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

Rescue of casualty from enclosed space (water ballast tank no. 5 portside) and evacuation of casualty by Helicopter.

AB and OS entered water ballast tank no.5 portside under supervision by CNO to inspect tank valve. While entering the tank, AB noticed OS fell down to the tank from middle level of the tank ladder. AB immediately alerts CNO who was standby on deck to supervise. Initial assessment of CNO was OS became unconscious due to the fall.

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Shipboard minutes of Drill

All Times Local (UTC + 8 HRS), Singapore Standard Time
Date: 27 August 2020

Timing	Main Events
1238H	Master conducted communication test to DPA mobile number.
1300H	Bridge received a call from one AB that there is a casualty inside water ballast tank no.5 portside. OOW immediately sounded Emergency Alarm followed by announcement on PA system stating enclosed space rescue from water ballast tank no.5 portside. Master arrived on the bridge.
1301H	Master established contact with DPA through phone to report the incident.
1302H	All crew mustered and all personnel accounted for.
1303H to 1305H	Oxygen content of tank checked using calibrated gas meter found at 20.9 %. Gas levels checked and found zero. CNO checked and discussed content of PTW on Entering Enclosed Space as reference for safe entry. Rescue team and back up team established. PPE to be used by rescue team including personal gas detector checked by CNO and found to be in order. Communication tested using transceiver channel 16, informed rescue team to communicate at intervals not more than 5 minutes. Emergency signals to rescue team established. Detailed instructions for rescue provided to rescue party. Resuscitation and first aid techniques established. Rescue team ready to enter tank. Bottle pressure at 200 and 190 bars advised to the Bridge which in return informed the rescue team that bottles will have 40 mins and 38 mins of air to consume respectively.
1305H	DPA responds to Masters call and requests information regarding the incident
1306H	Rescue equipment like stretcher / safety harness / SCBA bottles / lifelines / EEBD / Resuscitator / Tripod arrangements kept in readiness and checked by chief officer. Additional ventilations and lights provided inside the tank. Sufficient crew on standby at the entrance of the tank for surveillance and rescue. Rescue team 2NO and Bosun entered the tank.
1311H	First aid and resuscitation equipment lowered in the tank. Casualty found inside the tank. 2NO applied first aid to the casualty. 2NO confirmed casualty was semi-conscious and sustained severe head injury, bleeding and fractured left ankle. Vital signs are normal.
1315H	Started to retrieve the casualty from inside the tank using stretcher and tripod arrangements.
1317H	Master sent Initial report to DPA.
1318H	DPA acknowledges initial notification and requests Master that all safety precautions are complied with while rescuing the casualty.
1318H	Rescue team out of the tank, pressure remaining on their bottle noted and reported to the Bridge.
1323H	DPA informs all parties regarding initial notification report
1323H	Casualty on deck. Master sent situation report 1 to DPA.
1326H	DPA acknowledges situation report no 1
1328H	DPA informs all parties regarding situation report no 1
1330H	Vessel started to prepare equipment's to be used for helicopter operation to evacuate the casualty.
1332H	Casualty brought to hospital. Continued application of first aid and noted bleeding reduced. Master sent situation report 2 to DPA. Casualty in semi-conscious with normal vital signs.
1334H	DPA informs all parties regarding situation report 2

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1338H	DPA informs Master that crew does not post any information regarding the incident on the media like face book, whatsapp etc. Also do not attend to any phone calls and provide details to any party regarding the incident. Inform them to contact the Company Media officer
1342H	Master contacted CIRM Rome thru e-mail to ask for medical advice.
1347H	Master contacted JRCC Australia Canberra to request for medical evacuation.
1350H	CIRM Rome advised the vessel to evacuate the casualty. Water ballast tank no.5 portside secured.
1350H	JRCC Australia Canberra replied helicopter is on the way with ETA at 10-15 minutes.
1350H	Master sent situation report 3 to DPA. Casualty in semi-conscious with normal vital signs.
1355H	Helicopter arrived and started to evacuate the casualty.
1409H	Vessel handed over documents of the casualty (passport, seaman's book, crew list and Master short report) to the helicopter team.
1414H	Casualty safely evacuated from the vessel. Master sent situation report 4 to DPA. Master reported to JRCC Australia Canberra that casualty has been safely evacuated from the vessel.
1416	Master conducted communication test to DPA using Company 24-Hour Emergency contact number.
1418H	Debriefing conducted by the Master to all crew.
1419H	DPA informs all parties regarding Final report and that the crew was safely evacuated.
1430H	Drill called off. Debriefing held in office

Drill pictures

ENCLOSED SPACE RESCUE DRILL 27 AUGUST 2020



Mustering after sounding of Emergency Alarm on PA system to rescue casualty inside water ballast tank no.5 portside



Master established contact with DPA



Crew and rescue team arrived on the scene, readying all equipment's to be used

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Oxygen and gas content inside the tank measured and found to be safe for entry



Oxygen and gas content inside the tank measured and found to be safe for entry



Rescue team assisted by crew to wear CABA



Another rescue team assisted by crew to wear CABA



BA bottle pressure checked



Additional ventilation provided in the tank



Additional lights provided in the tank



Tripod arrangements ready



First rescue team member entering the tank



Second rescue team member entering the tank



Stretcher and EEBD on standby



Casualty found inside the tank

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Third Officer sending Initial Report to DPA under Master supervision



Casualty being evacuated from the tank after first aid application of rescue team



Casualty being carried to the ship hospital



Casualty placed in ship hospital bed



Casualty placed in ship hospital bed



Third Officer sending Update Reports to DPA on casualty condition, requesting medical advice from CIRM Rome. Then lastly, request Medivac from JRCC Australia Canberra



Crew readying equipment's for helicopter evacuation of casualty



Crew readying equipment's for helicopter evacuation of casualty



Crew readying equipment's for helicopter evacuation of casualty

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Casualty ready to be evacuated by helicopter



Master in communication with the helicopter evacuation team



Debriefing conducted by Master after the drill

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Debriefing

Debriefing / training carried out on vessel crew after completion of drill.

Following points were discussed by Master on vessel crew;

1. Safety procedures to be taken before entering an enclosed space. Contents of Enclosed Space Entry Permit.
2. Emergency preparedness when responding to emergency situation.
3. Familiarization of equipment to be used during enclosed space rescue and evacuation of casualty.
4. Casualty evacuation procedures.
5. First aid application for head injury.
6. First aid application for fractured foot
7. Proper action and communication in an emergency situation.
8. Individual duty and responsibility during emergency.
9. Contingency plans nos. 30 – Helicopter emergency, 31 – Serious injury / illness and 35 – Rescue from enclosed space

Drill or Exercise Evaluation Worksheet

Were all personnel knowledgeable of their duties and responsibilities for this type of event?	Yes	Muster list was prepared for enclosed space rescue and duties were followed as per muster list / contingency plan
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 gas meters in good working condition	Yes	Yes, gas meters in good condition
Were plans and other written instructions accurate and non-contradictory?	Yes	Guidance & Instructions in the muster list and contingency plan were relevant.

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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 muster list / contingency plan; hence his action was prompt and to the point.
Was all rescue equipment including communication were found in order?	Yes	All rescue and communications were in order. All equipment was tested prior entry.
Are modifications to the contingency Plan required?	No	The contingency plan procedures along with muster list was found to be adequate for handling such emergencies. However, contingency plan needs 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
Have any "Best Practices" been identified that may be shared with others?	Yes	Master has sent photos of the drill which shall be shared with the fleet along with this report

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.

FINDINGS / COMMENTS / SUGGESTION FOR IMPROVEMENT

- Rescue team had hard time to enter the tank due to manhole size. Nevertheless, slowly and with the help of the crew, rescue team safely entered and exited the tank.
- Tripod legs were too short causing some minor problem when casualty is about to clear the tank manhole. Extra effort was exerted by the support crew to free the casualty from the tank manhole.
- Some helicopter equipment was not placed in its designated location.
- ONENOTE was not synchronized automatically or manually between office staff. The initial report, situation report etc had to be exported and sent by email.
- Channel 16 on walkie talkie was used during drills

Corrective actions:

- Master and crew shared ideas on how to address the situation where in rescue team had hard time to enter/exit the tank manhole due to its size. Careful evaluation show person wearing BA set can safely enter the tank manhole slowly and with the help of other support crew.
- Fitter to fabricate and extend tripod legs to prevent the same problem encountered when evacuating casualty from the tank.
- Officer-in-charge on helicopter equipment's advised to properly keep the items in its proper location. Periodic inventory shall always be done and make sure that it is ready anytime when needed.
- IT team to provide a robust ONENOTE program which is automatically synchronized whenever data is entered.
- Channel 16 shall not be used during drills. Walkie talkie channel for emergency is mentioned in muster list.

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Demonstration on first aid application and use of stretcher



Open airway



Check pulse



Check breathing



Perform CPR



Use of oxygen bottled resuscitator



Use of stretcher

Initial Report

Thursday, 27 August 2020 12:53 pm

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

Emergency Contact Number:	+65 66321380
	+27 31 302 7205

Emergency Response Initial Report

Ship's Name : IVS KESTREL
IMO number:

Who contacted the Office: MASTER

- **Time of incident on board: 1259**
- **Time of call from vessel: 1300**
- **Ship's position: LAT. 15-07.0S, LONG. 118-48,2E**
- **Course: 040T**
- **Speed: 11.8 KTS**
- **Location of incident on board: WBT 5 PORTSIDE**
- **Type of Incident: FELL INSIDE WBT 5 PORTSIDE**
- **Any injuries / casualties: ONE OS WITH SEVERE HEAD INJURY**
- **Damages: NONE**
- **Cargo On-board and quantity: 31,761 MT OF SOLAR SALT IN BULK**
- **Bunker quantity on board: VLSFO – 487.584 MT , LSMGO – 181.795 MT**
- **Any Oil Spill: NONE**
- **Approx Quantity spilt over board: N/A**
- **Next Port and ETA – KAOHSIUNG / 5 SEP AT 0800LT/0000UTC**

Weather conditions:

- **Wind: ESE/4**
- **Direction : ESE**
- **Speed (Beaufort): 4**
- **Sea: SLIGHT TO MODERATE**
- **Direction: ESE**
- **Height (m): 1**

Reminder:

- *Master/Office to follow the relevant contingency plan*
- *Master to send SITREP after initial report*
- *Media holding statement to be updated*
- *Relevant parties to be informed*

Media Holding Statement Example

Thursday, 27 August 2020 1:38 pm

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

Media Holding Statement

IVS KESTREL - ENCLOSED SPACE CASUALTY

DRILL DRILL DRILL

To be released once approved by Grindrod Shipping Senior Management

- Ship's position: LAT. 15-07.0S, LONG. 118-48,2E
- Course: 040T
- Speed: 11.8 KTS
- Location of incident on board: WBT 5 PORTSIDE
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- Approx Quantity spilt over board: N/A
- **Next Port and ETA – KAOHSIUNG / 5 SEP AT 0800LT/0000UTC**

Weather conditions:

- Wind: ESE/4
- Direction : ESE
- Speed (Beaufort): 4
- Sea: SLIGHT TO MODERATE
- Direction: ESE
- Height (m): 1

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

12:49 pm

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



SITUATION REPORT (TO BE SENT AFTER THE INITIAL REPORT AND TO BE NUMBERED IN SEQUENTIAL ORDER 1,2,3 4 ETC)

Ship Name: IVS KESTREL

SITREP NO: 1

Date and Time (UTC) of situation report: 27 AUG 2020 / 1323 LT

Information received from: MASTER

INJURED PERSON EVACUATED FROM THE WBT 5P AFTER FIRST AID APPLICATION. HE IS NOW ON DECK AND TO BE BROUGHT IN SHIP HOSPITAL.

INJURIES SUSTAINED ARE SEVERE HEAD INJURY AND FRACTURED LEFT ANKLE. PATIENT IS NOW IN SEMI-CONCIOUS CONDITION WITH NORMAL VITAL SIGNS

Summary / Update of the incident :

Number/Details of Casualties: 1

Damages: NIL

Any external assistance required:

Authorities Involved:

Emergency Services Involved:

Response Services Involved:

Company Emergency Response Activities:

Press Media Coverage:

Press Response:

Report Sheet Issued By: DPA

Name: K.RAJARAMAN

Title:

Contact Details: 97771521

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SITUATION REPORT (TO BE SENT AFTER THE INITIAL REPORT AND TO BE NUMBERED IN SEQUENTIAL ORDER 1,2,3 4 ETC)

Ship Name: IVS KESTREL

SITREP NO: 2

Date and Time (UTC) of situation report: 1332

Information received from: MASTER

DEAR CAPT. RAJARAMAN,

DUE TO SEVERE HEAD INJURY, MEDICAL ADVICE IS REQUIRED. I WILL CONTACT CIRM ROME NOW.

INJURED PERSON IS NOW IN THE HOSPITAL UNDER SECOND OFFICER CARE. FIRST AID WERE APPLIED ON HIS INJURIES. HE IS PRESENTLY SEMI-CONCIOUS AND COMPLAINING PAIN ON HIS LEFT ANKLE. VITAL SIGNS ARE STILL NORMAL.

NEAREST PORT FROM US IS PORT HEDLAND AT 310NM AND DAMPIER AT 355NM.

DULY NOTED, I WILL CONTACT JRCC AUSTRALIA FOR POSSIBLE EVACUATION OF THE INJURED PERSON.

Summary / Update of the incident :

Number/Details of Casualties: 1

Damages: NIL

Any external assistance required: YES

Authorities Involved: MRCC

Emergency Services Involved: CIRM ROME

Response Services Involved:

Company Emergency Response Activities:

Press Media Coverage:

Press Response:

Report Sheet Issued By: DPA

Name: K.RAJARAMAN

Title:

Contact Details: 97771521



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SITUATION REPORT (TO BE SENT AFTER THE INITIAL REPORT AND TO BE NUMBERED IN SEQUENTIAL ORDER 1,2,3 4 ETC)

Ship Name: ivs kestrel

SITREP NO: 3

Date and Time (UTC) of situation report: 1350

Information received from: MASTER

WE HAVE CONTACTED CIRM ROME FOR MEDICAL ADVICE AND JRCC AUSTRALIA FOR POSSIBLE EVACUATION.

PATIENT STILL IN SHIP HOSPITAL AND AT SEMI-CONCIOUS CONDITION. VITAL SIGNS ARE NORMAL.

WAITING FOR MEDICAL ADVICE FROM CIRM ROME

Summary / Update of the incident :

Number/Details of Casualties: 1

Damages: NIL

Any external assistance required: YES

Authorities Involved: MRCC

Emergency Services Involved: CIRM ROME

Response Services Involved:

:

Press Media Coverage:

Press Response:

Report Sheet Issued By: DPA
Name: K.RAJARAMAN
Title:
Contact Details: 97771521



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SITUATION REPORT (TO BE SENT AFTER THE INITIAL REPORT AND TO BE NUMBERED IN SEQUENTIAL ORDER 1,2,3 4 ETC)

Ship Name: IVS KESTREL

SITREP NO: 4

Date and Time (UTC) of situation report: 1414

Information received from: MASTER

PLEASE BE ADVISED HELICOPTER ARRIVED WITH ITS MEDICAL TEAM AND SAFELY EVACUATED THE PATIENT AT 0610UTC 27 AUGUST 2020.

PATIENT PASSPORT, SEAMANS BOOK, CREWLIST AND SHORT MASTER'S REPORT OF THE INCIDENT WERE HANDED OVER TO THE HELICOPTER TEAM.

Summary / Update of the incident :

Number/Details of Casualties: 1

Damages: NIL

Any external assistance required: YES

Authorities Involved: MRCC

Emergency Services Involved: CIRM ROME

Response Services Involved:

Press Media Coverage:

Press Response:

Report Sheet Issued By: DPA

Name: K.RAJARAMAN

Title:

Contact Details: 97771521



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SITUATION REPORT (TO BE SENT AFTER THE INITIAL REPORT AND TO BE NUMBERED IN SEQUENTIAL ORDER 1,2,3 4 ETC)

Ship Name:

SITREP NO:

Date and Time (UTC) of situation report:

Information received from:

Summary / Update of the incident :

Number/Details of Casualties:

Damages:

Any external assistance required:

Authorities Involved:

Emergency Services Involved:

Response Services Involved:

Company Emergency Response Activities:

Press Media Coverage:

Press Response:

Report Sheet Issued By:

Name:

Title:

Contact Details:

PARTIES TO BE INFORMED

Thursday, 27 August 2020 12:46 pm

Informed Parties: (YES/ NO / NA)

P&I – UK CLUB	Y		CLASS (NK /ABS/DNV)	N
OWNERS	Y		FLAG STATE	Y
CHARTERERS	Y		MEDIA MONITORING	Y
H&M	N		CREW FAMILY BY CREWING DEPT.	Y
IVS OPERATORS	Y		ARMED GUARD COMPANY	N
GRINDROD BOARD	Y		K&R/INSURANCE COMPANY	N
AGENTS	Y		PORT AUTHORITIES	N
COMPANY DOCTOR	Y		SALVAGE	N
QI	N		MRCC	Y
NATIONAL AUTHORITY (AS PER SOPEP CONTACT LIST)	N		LAWYERS	N
USCG	N		OSRO	N