



Grindrod Ship Management, A Division Of Grindrod Shipping Pte. Ltd.

MEMORANDUM

To: General Manager

My Ref:

From: Brett McElligott

Date: 05 July 2021

Good day Quentin

**EMERGENCY RESPONSE CENTRE EXERCISE REPORT: 05 July 2021 @ 0800 UTC
"Collision with fishing vessel"**

1. Purpose.

- To test company and vessel readiness should an emergency occurs.
- 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 and outside parties on a real time basis.
- To test the 24 hours emergency number and all communication equipment
- To test Grindrod Shipping response to the (simulated) media.
- To assess the effectiveness of implementation of contingency plan
- 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.

2. Attendees

| | |
|-------------------------|----------------------------------|
| Brendon/Ship Manager | – Incident Manager |
| Henry/Ship Manager | - Incident coordinator |
| Joey/Ship Manager | - Technical support |
| Rajaraman/DPA | – SHEQ support |
| Rajesh | - Marine support |
| Kerry | – ERC Support |
| Felicia | - Record events |
| Patricia | - SITREPS |
| Master of IVS Wentworth | - Response to emergency on board |

3. Exercise rule

- SAFETY FIRST. All personnel on board shall be responsible for the safe Navigation and Operation during exercise. If an unsafe condition or operation is discovered, ensure to notify the team members. The Master to determine whether the situation can be corrected and if exercise should continue.
- Begin and end all telephone, radio conversations and email communication with the statement “**THIS IS A DRILL**”. Ensure this statement is included on all email exercise documents.
- 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.
- Some external communication – Agent, Port/Flag state, Hull Insurance, P&I Club and Media (MTI) during this exercise shall be done only with the “role play” person.
- 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.
- ERC shall not be set up in the office in view of governmental restrictions and protection measures against Covid19 pandemic, but emergency response/video conference shall be set up consisting of the response team members using MS Teams. The video conference shall be treated equivalent to the emergency response centre.
- Debriefing shall be held in ship and 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.

4. Scenario Summary – Exercise “Excessive List”

Vessel on voyage from Richards Bay to Bin Qasim loaded with the cargo of Coal (Group A & B) on board. During voyage, vessel had collision with a fishing vessel in way of No. 2 cargo hold, port side.

OOW sounds general alarm for emergency mustering of the crew and announces, ‘Collision with fishing vessel’. All crew mustered, head count taken, none was reported missing.

Master activates the Collision contingency plan. Damage to ship side was assessed, all cargo holds and tanks were sounded.

The shell plating in way of the cargo hold no. 2 had large indentation with a crack. There was ingress of water in no. 2 cargo hold.

No ingress of water reported in any other cargo hold or Ballast/Fuel Tanks.

The ingress of water was much more than pumping out capacity of the bilge pumps. Slowly vessel developed list to port side and trim by head and cargo turning in the liquid. Master sends the vessel load condition to office for assessment of the damage stability of the vessel.

5. Sequence of Events

UTC timings.

| <u>Date @ Time</u> | <u>Event Details</u> | <u>Action</u> |
|--------------------|--|---------------|
| 0806hrs | Received a call from Captain | Henry |
| 0810hrs | Captain contacted MPA port state control, owners/charterers of the collision with fishing vessel | Captain Felix |

| | | |
|---------|--|-------------------------------------|
| 0814hrs | Henry informed the incident to Brendon | Henry |
| 0816hrs | Brendon sent MS Team invite to response team members | Brendon |
| 0818hrs | Ship Position close to Mombasa | Rajesh |
| 0845hrs | MRCC Mombasa contacted | Rajesh |
| 0855hrs | Contact General Manager / MTI and Alison | Brendon/Quentin |
| 0908hrs | MPA informed | Raja |
| 0915hrs | Henry informed Captain Felix checklist no.9 | |
| 0920hrs | Engine is stopped/ accessing the damage/ fishing vessel stucked on port side and fishing vessel is starting to sink | |
| 0933hrs | VDR Data, logs should be recorded and kept. Drug and alcohol test for all onboard – sent to Captain | Raja/ Henry |
| 0933hrs | Contact P&I Club and H&M | Rajesh |
| 0934hrs | Henry ended call with Captain | |
| 0936hrs | Mobilization of rescue team / fire-fighting team for sinking fishing vessel in case necessary | Brendon/ Henry |
| 0937hrs | Launching of rescue boat on standby | Captain Felix |
| 0938hrs | Vessel down from the head 2metres, sounding to be taken | Henry |
| 0940hrs | Salvage assistance to be requested | Henry/ Smith Salvage/ port agent |
| 0944hrs | Only Cargo hold no.2, water ingress. No other ingress. Fishing vessel being rescued. To assist the fishing vessel crews for any injuries. Both vessels are stable. | Capt Felix |
| 0948hrs | 2hours ETA to the vessel position - thorough assessment of the salvage | Smith salvage |
| 0950hrs | Both vessels slowly separated – fishing vessel is slowly sinking. All crews from fishing vessel attended and treated if injured | Capt Felix |
| 1000hrs | Waiting for the master to advise – salvage response | Capt Felix |
| 1001hrs | Decide whether to resume the voyage by Class NK, or to the nearest port for temporary repairs | Rajesh |
| 1006hrs | Latest Stability Report to be sent to class NK | Rajesh |
| 1114hrs | Fishing vessel sunk – 3 crews rescued / to check how many person onboard | Capt Felix |
| 1121hrs | Drill completed | |

6. FINDINGS / COMMENTS / SUGGESTION FOR IMPROVEMENT

Drill was discussed and following areas were identified for improvement.

| S.No. | Description | Target completion date | Responsibility | Completion date |
|-------|--|-------------------------|----------------------------------|-----------------|
| 1. | Though MS Team response was set up within normal time after master's call but all members were not able join the video conference. It is recommended that MS Team email invite with link is sent to members so that if MS Team pop up invite alert is missed out, members can join using the link.. | Next drill | Person setting us MS Team invite | |
| 2. | It is recommended that contact detail/email of Class NK & ABS for calculation of damage stability of the vessel and of Salvage companies (SMIT, SVITZER) are included in OneNote. | 15 th Aug 21 | Brett | |
| 3. | Contingency plan for collision requires removal of minor contents related to tankers. | 15 th Aug 21 | Rajesh | |
| 4. | Number of persons on board the fishing vessel were not established. . | Next drill | Response Team Members | |

Refer attached appendices:

Appendix A – Initial report & SITREP

Appendix B – Notification to Flag and Port state

Appendix C – Communication with ship and IT for managing the media

Appendix D – Communication with Class for damage stability and strength calculation

Appendix E – Onboard drill report

Initial Report

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

Initial Report

DRILL DRILL DRILL

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

Emergency Contact No: +65 66321380 /
+27 31 302 7205

Emergency Response Initial Report - Drill

| | |
|-------------------------------------|--|
| Ship's Name : | IVS WENTWORTH |
| IMO number | 9725550 |
| • Date / Time of call from vessel: | July 5, 2021 / 0806 UTC |
| Who contacted the Office: | Master |
| • Description of Incident: | Collision with fishing vessel |
| • Location of incident on board: | Port side IWO CH No.2 |
| • Any injuries / casualties: | No |
| • Damages: | In progress assessing |
| • Date / Time of incident on board: | July 5, 2021 / 0800 UTC |
| • Ship's position: | Lat 3deg, 20min S, Long. 042, 16.8minE |
| • Course | |
| • Speed | Vessel stop |
| • Cargo On-board and quantity: | Coal / 55,749MT |

| | |
|-------------------------------------|-------------------------|
| • Bunker quantity on board: | 1,654MT |
| • Any Oil Spill: | So far not a moment |
| • Approx Quantity spilt over board: | NIL |
| • Next Port and distance | Bin Qasim / 1860N.Miles |
| | |
| <u>Weather conditions:</u> | |
| • Wind: | |
| • Direction : | SE |
| • Speed (Beaufort): | BF4 |
| • Sea: | Rough sea |
| • Direction | SE |
| • Height (m) | 2.5Mtrs |

Reminder: Master/Office to follow the relevant contingency plan

Inform:

SITREP

Friday, 9 April 2021 2:32 pm

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



FOLLOW UP SITUATION REPORT

| | |
|---|---|
| Ship Name | M.V IVS WENTWORTH |
| SITREP NO: | 01 |
| Date and Time (UTC) of situation report: | Monday, 5 July 2021 / 0800 UTC |
| <u>Summary / Update of the incident</u> | |
| Information received from: | Capt. Felix A. Pecaoco |
| Number/Details of Casualties: | Collision with fishing vessel, Port side IWO CH No.2 |
| Damages: | In progress assessing |
| Any external assistance required: | |
| Authorities Involved: | Port control, Agents at next port, Owners, Charterers, Flag state, |
| Emergency Services Involved: | |
| Response Services Involved: | |
| Company Emergency Response Activities: | Hilton, Quentin, Crewing |
| Press Media Coverage: | MTI informed by Quentin |
| Press Response: | |
| Report Sheet Issued By: | |
| Name: | Patricia O'Hara |
| Title: | Administrative Executive |
| Contact Details: | +65 9777 3955 |



FOLLOW UP SITUATION REPORT

| | |
|---|--|
| Ship Name | M.V IVS WENTWORTH |
| SITREP NO: | 02 |
| Date and Time (UTC) of situation report: | Monday, 5 July 2021 / 0832 UTC |
| <u>Summary / Update of the incident</u> | |
| Information received from: | Capt. Felix A. Pecaoco |
| Number/Details of Casualties: | Collision with fishing vessel, Port side IWO CH No.2 VDR in working order |
| Damages: | Engine stopped , fishing vessel taking on water and stuck with hull. Water is stable in cargo #2, all in upright position |
| Any external assistance required: | |
| Authorities Involved: | Port control, Agents at next port, Owners, Charterers, Flag state, P&I Club informed |
| Emergency Services Involved: | Salvage |
| Response Services Involved: | |
| Company Emergency Response Activities: | Hilton, Quentin, Crewing |
| Press Media Coverage: | MTI informed by Quentin |
| Press Response: | |
| Report Sheet Issued By: | |
| Name: | Patricia O'Hara |
| Title: | Administrative Executive |

Contact Details:

+65 9777 3955



FOLLOW UP SITUATION REPORT

| | |
|---|--|
| Ship Name | M.V IVS WENTWORTH |
| SITREP NO: | 03 |
| Date and Time (UTC) of situation report: | Monday, 5 July 2021 / 0842 UTC |
| <u>Summary / Update of the incident</u> | |
| Information received from: | Capt. Felix A. Pecaoco |
| Number/Details of Casualties: | |
| Damages: | Engine stopped , fishing vessel taking on water and stuck with hull. Water is stable in cargo #2, all in upright position |
| Any external assistance required: | |
| Authorities Involved: | Port control, Port Agents, Owners, Charterers, Flag state, P&I Club informed |
| Emergency Services Involved: | Smith Salvage contacted to assist |
| Response Services Involved: | MRCC |
| Company Emergency Response Activities: | Hilton, Quentin, Crewing |
| Press Media Coverage: | MTI informed by Quentin |
| Press Response: | |
| Report Sheet Issued By: | |

| | |
|-------------------------|--------------------------|
| Name: | Patricia O'Hara |
| Title: | Administrative Executive |
| Contact Details: | +65 9777 3955 |



FOLLOW UP SITUATION REPORT

| | |
|---|---|
| Ship Name | M.V IVS WENTWORTH |
| SITREP NO: | 04 |
| Date and Time (UTC) of situation report: | Monday, 5 July 2021 / 0842 UTC |
| <u>Summary / Update of the incident</u> | |
| Information received from: | Capt. Felix A. Pecaoco |
| Number/Details of Casualties: | Cargo hold sounding ingress of water in #2 but stable, all others intact. Report for stability in progress to send to class. Pictures will follow |
| Damages: | Fishing vessel slowly sinking and separated from hull of each other. Rescue boat launched to rescue non-essential crew thereafter others. Master in contact with fishing boat |
| Any external assistance required: | H&M |
| Authorities Involved: | |
| Emergency Services Involved: | Smith Salvage ETA in 2hrs |
| Response Services Involved: | |
| Company Emergency Response Activities: | |
| Press Media Coverage: | |
| Press Response: | |
| Report Sheet Issued By: | |
| Name: | Patricia O'Hara |
| Title: | Administrative Executive |

Contact Details:

+65 9777 3955



FOLLOW UP SITUATION REPORT

| | |
|---|---|
| Ship Name | M.V IVS WENTWORTH |
| SITREP NO: | 05 |
| Date and Time (UTC) of situation report: | Monday, 5 July 2021 / 0921 UTC |
| | Drill complete |
| <u>Summary / Update of the incident</u> | Recovered 3 crew from water, search and rescue for remaining underway. Fishing vessel sunk |
| Information received from: | Capt. Felix A. Pecaoco |
| Number/Details of Casualties: | Checking on how many crew aboard, to release freefall lifeboat |
| Damage | Cargo hold #2 water ingress portside |
| Any external assistance required: | H&M |
| Authorities Involved: | Mozambique Port state |
| Emergency Services Involved: | Smith Salvage ETA in 30mins ShipMed |
| Response Services Involved: | MRCC |
| Company Emergency Response Activities: | |
| Press Media Coverage: | |
| Press Response: | |
| Report Sheet Issued By: | |
| Name: | Patricia O'Hara |
| Title: | Administrative Executive |
| Contact Details: | +65 9777 3955 |

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Rajesh Sharma - UNT SG

From: Rajaraman Krishnamoorthy - GSM SG
Sent: Monday, 5 July 2021 4:29 pm
To: GSH Global Emergencies
Cc: Brendon George - GSM DBN; Rajesh Sharma - UNT SG; Henry Dayo - GSM SG; Joey Baluyot - GSM SG; Patricia O' Hara - GSM SG; Felicia Hong - GSM SG; Kerry Everett - DURUNT
Subject: DRILL DRILL DRILL - IVS WENTWORTH
Attachments: Initial Report.one

TO MPA:

Please note that IVS WENTWORTH has reported a collision incident.

Please find INITIAL NOTIFICATION REPORT.

We will provide with SITUATION REPORT in due course.

Capt K. Rajaraman

Capt K. Rajaraman
DPA/CSO/SHEQ Manager
Grindrod Ship Management, A Division Of Grindrod Shipping Pte. Ltd.
200 Cantonment Road, #03-01
Southpoint, Singapore 089763
☎: +65 6323 0048 | 📠: +65 9777 1521
✉ technical@grindrodshipman.com

Rajesh Sharma - UNT SG

From: Rajesh Sharma - UNT SG
Sent: Monday, 5 July 2021 4:44 pm
To: GSH Global Emergencies
Subject: RE: IVS Wentworth - "THIS IS A DRILL" / Report 1
Attachments: Initial Report.one

Drill Drill Drill

To: Mozambique Port State National contact port
To: Mozambique MRCC
To: UK P&I
To: Hull Insurance

Dear Sir

Further to below message, please find attached initial report.

Kind Regards,

Capt. Rajesh Sharma
Grindrod Ship Management, A Division Of Grindrod Shipping Pte. Ltd.
200 Cantonment Road, #03-01 Southpoint, Singapore 089763
☎: +65 6632 1393 office | 📱: +65 9777 8773 mobile
✉ RajeshS@unicornshipping.co.za

CAUTION: Our Email system is not monitored continuously. If you need an URGENT reply please phone the mobile number (number listed above).

From: Rajesh Sharma - UNT SG <RajeshS@unicornshipping.co.za>
Sent: Monday, 5 July 2021 4:32 pm
To: GSH Global Emergencies <globalerc@grindrodshipping.com>
Subject: FW: IVS Wentworth - "THIS IS A DRILL" / Report 1

To: Mozambique Port State National contact port
To: Mozambique MRCC
To: UK P&I
To: Hull Insurance

Dear Sir

Refer below message from Master, please be advised vessel had collision with fishing and assessing the damage. We will keep you updated.

Kind Regards,

Capt. Rajesh Sharma

Grindrod Ship Management, A Division Of Grindrod Shipping Pte. Ltd.

200 Cantonment Road, #03-01 Southpoint, Singapore 089763

☎: +65 6632 1393 office | 📱: +65 9777 8773 mobile

✉ RajeshS@unicornshipping.co.za

CAUTION: Our Email system is not monitored continuously. If you need an URGENT reply please phone the mobile number (number listed above).

From: IVS WENTWORTH - Master <ivswentworth.master@grindrodfleet.com>

Sent: Monday, 5 July 2021 4:07 pm

To: Grindrod Ship Management - SSAS Alerts <dryssas@grindrodshipman.com>; Henry Dayo - GSM SG <HenryD@grindrodshipman.com>

Cc: Grindrod Ship Management - Technical <Technical@grindrodshipman.com>; Island View Shipping - Owning <owning@ivs-int.com>; Rajaraman Krishnamoorthy - GSM SG <RajaramanK@grindrodshipman.com>; Rajesh Sharma - UNT SG <RajeshS@unicornshipping.co.za>; Brett McElligott - DURUNT <BrettM@grindrodshipping.com>

Subject: IVS Wentworth - "THIS IS A DRILL" / Report 1 / "Collision with fishing vessel" (Simulated)

"THIS IS A DRILL, THIS IS A DRILL, THIS IS A DRILL"

In reference to Initial telephone / voice call, please note the following:

Vessel details: Drafts (SWD) / Fwd = 12.66 m, Aft = 13.24 m, MD = 12.96 m, FB = 5.33 m, Speed: 14.0 Kts

Weather condition: SE'ly Winds, BF 4, Moderate to Rough Seas, Reduced / Poor visibility

While vessel underway on voyage from Richards Bay to Bin Qasim loaded with the cargo of Coal (Group A) on board, in reduce visibility and safe speed, encountered a group of Fishing vessels in the vicinity of Latitude: 12 deg. 20 min. South, Longitude: 042 deg. 16.8 min. East, along the intended track of the vessel.

Simulated Vessel presently completely stopped and damage stability assessment in progress and Master proceed for mitigation with incident and continue notification to the Company.

Reverting with Report No. 2

"THIS IS A DRILL, THIS IS A DRILL, THIS IS A DRILL"

Capt Felix A. Pecaoco

Master, M/v "IVS Wentworth"

VSat 1 (Bridge): +1 9049 006 681

VSat 2 (Master): +1 9049 006 679

Iridium (Bridge): 881 677 739 175

Inm-C (Telex): 456347813

e-mail: ivswentworth.master@grindrodfleet.com

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Email Legal Notice - <http://www.grinshipping.com/Content/EmailLegalNotice>

Email Legal Notice - <http://www.grinshipping.com/Content/EmailLegalNotice>

Rajesh Sharma - UNT SG

From: Rajaraman Krishnamoorthy - GSM SG
Sent: Monday, 5 July 2021 4:49 pm
To: IVS WENTWORTH - MASTER (O365)
Cc: GSH Global Emergencies; Henry Dayo - GSM SG; Brendon George - GSM DBN; Joey Baluyot - GSM SG; Rajesh Sharma - UNT SG; Patricia O' Hara - GSM SG; Felicia Hong - GSM SG; Kerry Everett - DURUNT
Subject: RE: DRILL DRILL DRILL - MEDIA HOLDING STATEMENT

Dear Master

Media personnel may call over phone.

Request ship staff not to reveal any information.

In case you get a call , inform them to contact Company media officer.

Kind Regards,

Capt K. Rajaraman

Capt K. Rajaraman
DPA/CSO/SHEQ Manager
Grindrod Ship Management, A Division Of Grindrod Shipping Pte. Ltd.
200 Cantonment Road, #03-01
Southpoint, Singapore 089763

☎: +65 6323 0048 | 📞: +65 9777 1521

✉ technical@grindrodshipman.com

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Rajesh Sharma - UNT SG

From: Rajesh Sharma - UNT SG
Sent: Monday, 5 July 2021 5:05 pm
To: GSH Global Emergencies
Cc: Dereck Webb - GSH DBN
Subject: FW: IVS Wentworth - "THIS IS A DRILL"

THIS IR DRILL

Hi Dereck

Please disconnect WIFI on board IVS Wentworth.

Regards
Rajesh

From: IVS WENTWORTH - Master <ivswentworth.master@grindrod fleet.com>
Sent: Monday, 5 July 2021 4:07 pm
To: Grindrod Ship Management - SSAS Alerts <dryssas@grindrodshipman.com>; Henry Dayo - GSM SG <HenryD@grindrodshipman.com>
Cc: Grindrod Ship Management - Technical <Technical@grindrodshipman.com>; Island View Shipping - Owning <owning@ivs-int.com>; Rajaraman Krishnamoorthy - GSM SG <RajaramanK@grindrodshipman.com>; Rajesh Sharma - UNT SG <RajeshS@unicornshipping.co.za>; Brett McElligott - DURUNT <BrettM@grindrodshipping.com>
Subject: IVS Wentworth - "THIS IS A DRILL" / Report 1 / "Collision with fishing vessel" (Simulated)

"THIS IS A DRILL, THIS IS A DRILL, THIS IS A DRILL"

In reference to Initial telephone / voice call, please note the following:

Vessel details: Drafts (SWD) / Fwd = 12.66 m, Aft = 13.24 m, MD = 12.96 m, FB = 5.33 m, Speed: 14.0 Kts
Weather condition: SE'ly Winds, BF 4, Moderate to Rough Seas, Reduced / Poor visibility

While vessel underway on voyage from Richards Bay to Bin Qasim loaded with the cargo of Coal (Group A) on board, in reduce visibility and safe speed, encountered a group of Fishing vessels in the vicinity of Latitude: 12 deg. 20 min. South, Longitude: 042 deg. 16.8 min. East, along the intended track of the vessel.

Simulated Vessel presently completely stopped and damage stability assessment in progress and Master proceed for mitigation with incident and continue notification to the Company.

Reverting with Report No. 2

"THIS IS A DRILL, THIS IS A DRILL, THIS IS A DRILL"

[Capt Felix A. Pecaoco](#)
Master, M/v "IVS Wentworth"

VSat 1 (Bridge): +1 9049 006 681

VSat 2 (Master): +1 9049 006 679

Iridium (Bridge): 881 677 739 175

Inm-C (Telex): 456347813

e-mail: ivswentworth.master@grindrodfleet.com

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FW: IVS Wentworth - "THIS IS A DRILL" Damage stability calculation

This is a drill

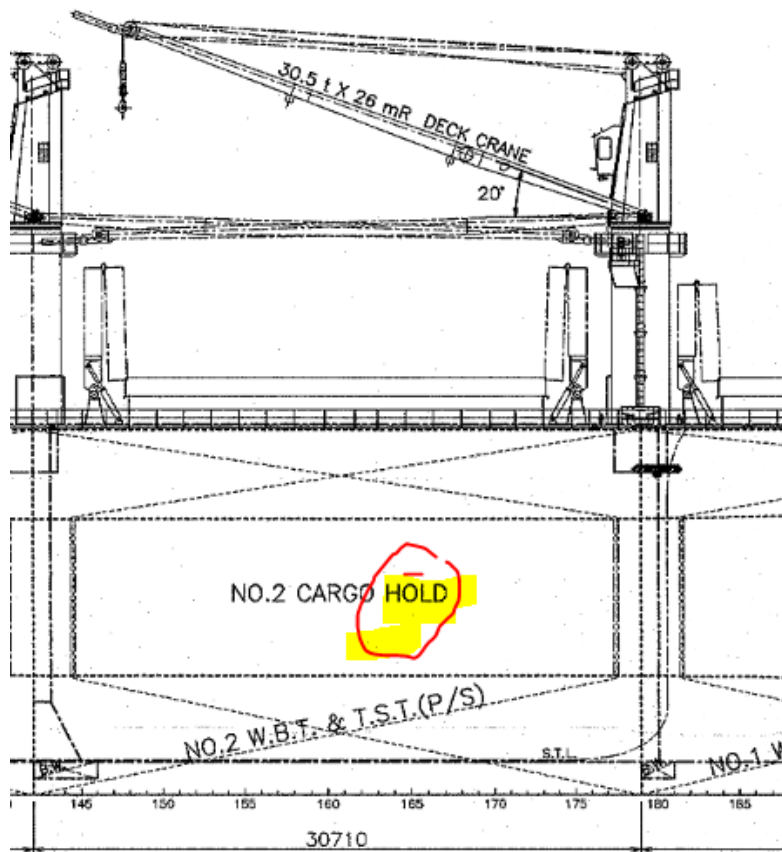
To: ClassNK - ETAS

Dear Sir

Attached please find ship condition for the calculation of damage stability.

Please let us know further information required.

Damage in way of no. 2 cargo hold port side.



Kind Regards,

Capt. Rajesh Sharma

Grindrod Ship Management, A Division Of Grindrod Shipping Pte. Ltd.

200 Cantonment Road, #03-01 Southpoint, Singapore 089763

☎ : +65 6632 1393 office | 📞 : +65 9777 8773 mobile

✉ RajeshS@unicornshipping.co.za

CAUTION: Our Email system is not monitored continuously. If you need an URGENT reply please phone the mobile number (number listed above).

From: IVS WENTWORTH - Master <ivswentworth.master@grindrodfleet.com>

Sent: Monday, 5 July 2021 5:03 pm

To: Grindrod Ship Management - SSAS Alerts <dryssas@grindrodshipman.com>; Henry Dayo - GSM SG <HenryD@grindrodshipman.com>

Cc: Grindrod Ship Management - Technical <Technical@grindrodshipman.com>; Island View Shipping - Owning <owning@ivs-int.com>; Rajaraman Krishnamoorthy - GSM SG <RajaramanK@grindrodshipman.com>; Rajesh Sharma - UNT SG <RajeshS@unicornshipping.co.za>; Brett McElligott - DURUNT <BrettM@grindrodshipping.com>

Subject: RE: IVS Wentworth - "THIS IS A DRILL" / Report 2/ "Collision with fishing vessel" (Simulated)

Follow - up / Report2:

"THIS IS A DRILL, THIS IS A DRILL, THIS IS A DRILL"

Further to telephone / voice call, please note the following in :

While vessel underway on voyage from Richards Bay to Bin Qasim loaded with the cargo of Harmless Coal (Group A) on board, Quantity = 55,749 MT, with reduce visibility, encountered a group of Fishing vessels in the vicinity of Latitude: 12 Deg. 20 Min. South, Longitude East, along the intended track of the vessel.

At about 0750 UTC on 05th July 2021, the vessel altered course to Stbd. to avoid close quarter situation with possible collision to the fishing vessel.

The vessel initiate contact with the fishing vessel thru the VHF on Channel 16, done several times. Since no responses from the fishing vessels, the OOW sounding the whistle with rapid blast to alert those fishing vessels.

At about 0800 UTC on the same date, one of the fishing vessel identified as "F/B Madagascar" trying to cross ahead of the vessel in close proximity, while the vessel continuously canting to Starboard to evade the collision, suddenly ram the vessel in way of No. 2 cargo hold, port side.

Subsequently, OOW sounds general alarm for emergency mustering of the crew and followed by P.A. announcement "Collision with fishing vessel, Collision with fishing vessel".

On investigation after the Collision, shell plating / Frame 160 in way of the cargo hold no. 2 had large indentation with a crack about 1.5 Meters above the Waterline.

There was ingress of water in no. 2 cargo hold, while the Fishing Vessel "F/B Madagascar" slowly sinking and lost in sight. RESCUE ready for launching for rescue of any person / victim in the water. No ingress of water reported in any other cargo hold or Ballast/Fuel Tanks. NO OIL SPILL OBSERVED and continuously monitoring.

The ingress of water was observed much more than pumping out capacity of the bilge pumps. Slowly vessel developed list to port side and trim by the head and cargo turning in the liquid. However, the ship presently is almost upright position.

Attached is the Damage Stability of the vessel for further assessment including File Photos for reference.

Distance to the Next Port is 2760 N.Miles, Fuel Oil on board: 1127 MT. The closest port of refuge is Port Grande Comore Island with about 65 N.Miles and request for rescue / assistance should the

vessel unable to proceed using the Engine due current Stability condition with trim by the head of about 2.0 Meters, which may worsen the present condition.

"THIS IS A DRILL, THIS IS A DRILL, THIS IS A DRILL"

Capt Felix A. Pecaoco

Master, M/v "IVS Wentworth "

VSat 1 (Bridge): +1 9049 006 681

VSat 2 (Master): +1 9049 006 679

Iridium (Bridge): 881 677 739 175

Inm-C (Telex): 456347813

e-mail: ivswentworth.master@grindrodfleet.com

NOTE: Our Email system is not monitored continuously. If you need an URGENT reply please call the contact satellite phone numbers listed above.

From: IVS WENTWORTH - Master

Sent: Monday, July 05, 2021 8:07 AM

To: dryssas@grindrodshipman.com; Henry Dayo - GSM SG <HenryD@grindrodshipman.com>

Cc: Grindrod Ship Management - Technical <Technical@grindrodshipman.com>; Island View

Shipping - Owning <owning@ivs-int.com>; Rajaraman Krishnamoorthy - GSM SG

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Brett McElligott - DURUNT (<BrettM@grindrodshipping.com>) <BrettM@grindrodshipping.com>

Subject: IVS Wentworth - "THIS IS A DRILL" / Report 1 / "Collision with fishing vessel" (Simulated)

"THIS IS A DRILL, THIS IS A DRILL, THIS IS A DRILL"

In reference to Initial telephone / voice call, please note the following:

Vessel details: Drafts (SWD) / Fwd = 12.66 m, Aft = 13.24 m, MD = 12.96 m, FB = 5.33 m, Speed: 14.0 Kts

Weather condition: SE'ly Winds, BF 4, Moderate to Rough Seas, Reduced / Poor visibility

While vessel underway on voyage from Richards Bay to Bin Qasim loaded with the cargo of Coal (Group A) on board, in reduce visibility and safe speed, encountered a group of Fishing vessels in the vicinity of Latitude: 12 deg. 20 min. South, Longitude: 042 deg. 16.8 min. East, along the intended track of the vessel.

Simulated Vessel presently completely stopped and damage stability assessment in progress and Master proceed for mitigation with incident and continue notification to the Company.

Reverting with Report No. 2

"THIS IS A DRILL, THIS IS A DRILL, THIS IS A DRILL"

Capt Felix A. Pecaoco

Master, M/v "IVS Wentworth "


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| | | |
|---|--|---|
|  | HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM | Page 1 of 9 Form : 3.2.3 Date : 19 July 2019 Rev : 1.2 App By : BMM |
| | Emergency Drill and Training Report Reporting Forms Manual | |

| | |
|---------------|--|
| Ship's Name : | "IVS Wentworth" |
| Date / Time : | 05 th July 2021 / 0800 UTC (1200 LT) |
| Location : | At sea, underway to Bin Qasim, Pakistan |
| Weather : | Slight NE'ly Breeze, Fair / clear skies, good visibility |

Note:

1. Include all trainings and drills conducted on board in this report.
2. For reflective learning and learning engagement tools include Location, Facilitator, Number of attendees, Team action and Management follow up in Record of events section.

Drill / Training Type

Simulated "Collision with fishing vessel" (Ship – Shore Drill)

Record of Events:

Scenario: *While vessel underway on voyage from Richards Bay to Bin Qasim loaded with the cargo of Harmless Coal (Group A) on board, Quantity = 55,749 MT, with reduced visibility, encountered a group of Fishing vessels in the vicinity of Latitude: 12 Deg. 20 Min. South, Longitude East, along the intended track of the vessel.*

At about 0750 UTC on 05th July 2021, the vessel altered course to Stbd. to avoid close quarter situation and possible collision to the fishing vessel.

The vessel initiate contact with the fishing vessel thru the VHF on Channel 16, done several times. And since no responses from the fishing vessels, the OOW sounding rapid blast on the whistle to alert those fishing vessels.

At about 0800 UTC on the same date, one of the fishing vessel identified as "F/B Madagascar" trying to cross ahead of the vessel in close proximity, while the vessel continuously canting to Starboard to evade the collision, suddenly ram the vessel in way of No. 2 cargo hold, port side.

Vessel details: Drafts (SWD) / Fwd = 12.66 m, Aft = 13.24 m, MD = 12.96 m, FB = 5.33 m

0800Z - OOW sounded General alarm followed by P.A. announcement "Collision with fishing vessel" on Port Side (3X), all Crew proceed to muster station. Master initiate Ship to Shore drill with Company Emergency Response (24H): + 65 6632 1380

0802Z - All Crew at muster station; extra Look out posted on the Bridge, Team Leaders reported all crew are accounted for. Master commences incident mitigations in reference to Company Contingency Plan No. 09 & 34. M/Engine stop and Bridge Team transmitted "Urgency message" on VHF Ch. 16 & 2182 Khz.

0803Z - Master ordered Damage control Team to proceed at location of collision area.

0808Z - Damage Control team reported, large dent found in way of Frame No.160, with a cracked-on shell plating. Take sounding on the bilges and confirm water ingress entering Cargo Hold No.2 and vessel start listing to Port side.



- 0815Z - Rescue Team reported to the Bridge, Rescue Boat ready for launching. Other Crew on main deck, deploy rescue equipment and standby for recovery/rescue operation
- 0825Z - Master send notification / Initial Report No. 1 to the Company by e-mail messages and follow – up with further telephone / voice communication.
- 0830Z - Received follow-up call from Company Emergency Response team (ERT)
- 0840Z - CNO completed and submitted Damage Stability condition to Master for further assessment / possible worst-case scenario.
- 0845Z - Vessel received follow-up call from ERT
- 0847Z - Received follow-up call from Company Emergency Response team (ERT)
- 0850Z - Master send notification / Report No. 2 to the Company by e-mail messages
- 0912Z - Received follow-up call from Company Emergency Response team (ERT)
- 0923Z - Received follow-up call from Company Emergency Response team (ERT). Master send notification / Report No. 3 (Final) to the Company by e-mail message.
- 0925Z - Drill completed with satisfactory result.

Debriefing (Evaluation/Feedback/Suggestions for improvement/Identification of training needs etc):

All crew well understood / knowledgeable for actions to be taken in the event of “Collision” and Rescue operation. Discussion / demonstration have important learning outcome to each crew. Attentiveness and team work during emergencies are highly encourage.

Lesson Learnt:

Simulated drill carried out as in virtual occurrence. The effectiveness of certain drill could only be achieve with constant training / or familiarization to enhance the knowledge / or skill of every participant. Discipline is also an important role or factor in conducting the drill, where every participant has to do with speed and precision. Lastly, everyone participating in the drill should have to bear in mind that conducting the drill periodically is a matter of preparedness to mitigate anytime any emergencies.

Completion of Training (if identified during debriefing):

Drill completed 0925Z / 05th July 2021, followed by de-briefing.

Capt. Felixto A. Pecaoco
Master’s Name/Signature

3NO Marion E. Durias
Deck Officer’s Name/Signature



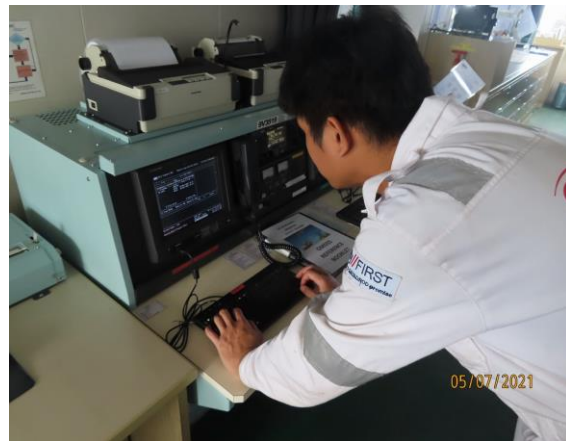
Crew at mustering station



Urgency Call thru VHF Ch. 16



Urgency Call thru HF 2182 Khz



Urgency message by Inmarsat -C



Hull Damage Assessment in way of Frame
160, CHold No. 2 – Port Side



Ballast & Bilges sounding in WBT No. 2 &
CHold No. 2 Bilges



Ballast & Bilges sounding in WBT No. 2 &
CHold No. 2 Bilges



Checking / monitoring of Tank Atmosphere



CNO continuously monitoring of Tank
Atmosphere



CHold No. 2 – Tank atmosphere reading



Rescue Team mustering



Rescue Boat ready for launching



Firefighting Team ready



Firefighting Team ready



Medical Team on standby



Securing All Watertight Doors



Mustering for damage assistance / towage



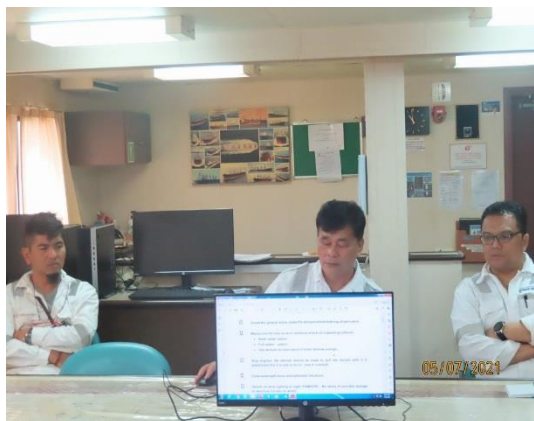
Planning for damage assistance / towage



Preparation for Fixed CO2 System
release in Cargo Hold



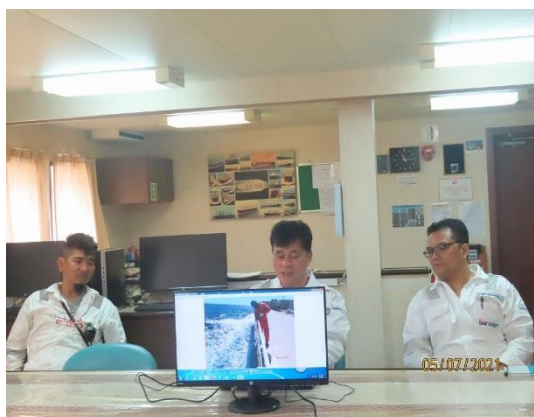
Standby to release Fixed CO2 System
in Cargo Hold (Imminent condition)



Drill de-briefing



Drill de-briefing / emphasis on
Contingency Plans



Drill de-briefing / Damage assessment
(CNO discussing scenario)



Drill de-briefing / CEO additional inputs



| | | |
|--|------------------|----------|
| | COLLISION | 9 |
|--|------------------|----------|

Action to be taken (not necessarily in order):

- Sound the general alarm, make PA announcement warning all personnel.
- Manoeuvre the ship so as to minimise effects of impending collision.
 - Hard rudder and/or;
 - Full astern and/or;
 - Use anchors to slow vessel if water shallow enough.
- Stop engines. No attempt should be made to part the vessels until it is established that it is safe to do so. (see 4. overleaf)
- Close watertight doors and automatic fire doors.
- Switch on deck lighting at night (TANKERS – Be aware of possible damage to electrical circuits on deck!).
- Check VHF on channel 16.
- Activate deck firefighting system and spread foam blanket on deck, if appropriate.
- Check ships personnel all accounted for and extent of any injuries.
- Assess damage and check for fire or oil/cargo pollution.
 - If volatile/toxic cargo or vapour released warn other ship; warn shipping to keep clear. Request same information from other ship.
 - Close all doors, ports and vents to prevent flammable vapour reaching sources of ignition, or toxic vapour from reaching living/working spaces.
 - Eliminate as far as practicable any sources of ignition.
- Sound tanks for ingress of water and/or cargo leakage.
- Establish contact with the other ship and render assistance as appropriate.

| | | |
|---|----------------------------------|------------------|
|  | <p>STRUCTURAL FAILURE</p> | <p>34</p> |
|---|----------------------------------|------------------|

Action to be taken (not necessarily in order):

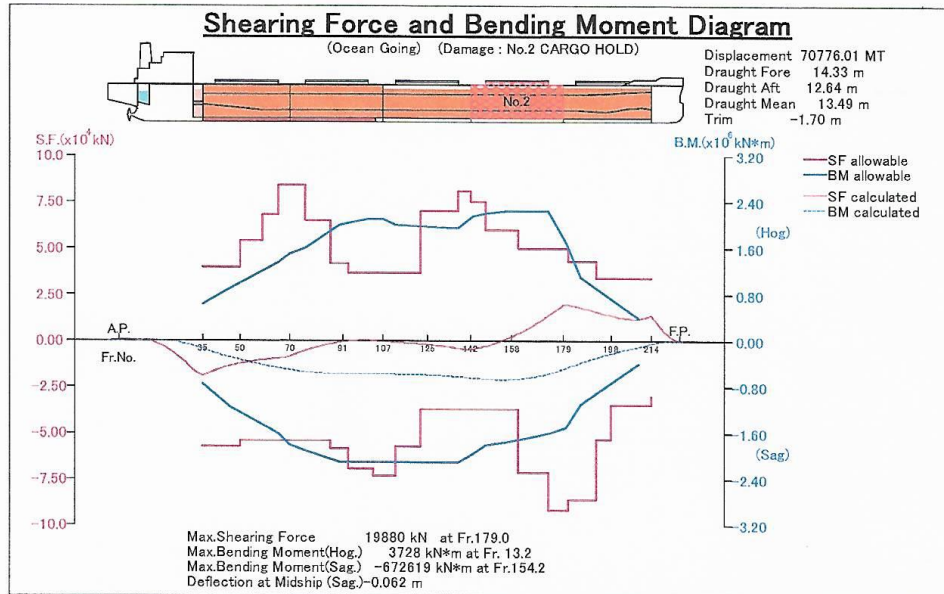
- Investigate where structure has failed and is there any ingress of water in any tank or compartment
- Inform the company of the incident and related information with master's view and comments
- Whether voyage can continue or urgent repair is needed on way to destination port
- Handle the ship carefully so that the failure may not spread. Consider Slowing down, changing course, de-ballasting, etc.
- Check all emergency systems are ready for immediate use
- Check bilge & ballast pumps are lined up ready for immediate use.
- Refer loading manual/computer in relation with bending moment and shearing force.
- Activate RRDA (Rapid Response Damage Assessment) for damage stability if the situation warrants

STRUCTURAL FAILURE

The structure failure may be caused due to sloshing/cargo movement damage to bulkhead or slamming damage to forward bottom. Routine sounding of tanks and void spaces and development of sudden list or trim do give an indication of structural failure.



Date : 2021.07.05 04:52:43 Program:LOAD ACE Version:7.3 PAGE 6/5
Ship : IVS WENTWORTH Condition : VOY 2104 DRILL COND INITIAL AND CH2 FLOODED



++Results of Longitudinal Strength Calculation [with BHD correction]

| Frame No. | Shearing Force | | | | Bending Moment | | | |
|-----------|------------------|------------------|--------------------|---------------------|--------------------|--------------------|--------------------|-----------------------|
| | Actual S.F. (kN) | Ocean Going (kN) | Allowable S.F. (%) | In Harbour (kN) (%) | Actual B.M. (kN*m) | Ocean Going (kN*m) | Allowable B.M. (%) | In Harbour (kN*m) (%) |
| 35.0 | -19407 | 57000 | 34.0 | 57000 34.0 | -145259 | 750000 | 19.4 | 750000 19.4 |
| 50.0 | -12565 | 57000 | 22.0 | 57000 22.0 | -337622 | 1244737 | 27.1 | 1244737 27.1 |
| 70.0 | -8868 | 54000 | 16.4 | 54000 16.4 | -512383 | 1800000 | 28.5 | 1800000 28.5 |
| 91.2 | -598 | 58000 | 1.0 | 58000 1.0 | -580186 | 2100000 | 27.6 | 2100000 27.6 |
| 107.0 | -685 | 73000 | 0.9 | 73000 0.9 | -581235 | 2100000 | 27.7 | 2100000 27.7 |
| 124.7 | -1993 | 37000 | 5.4 | 37000 5.4 | -597564 | 2100000 | 28.5 | 2100000 28.5 |
| 142.0 | -4908 | 37000 | 13.3 | 37000 13.3 | -646238 | 1975000 | 32.7 | 1975000 32.7 |
| 158.3 | 2318 | 60000 | 3.9 | 60000 3.9 | -668644 | 1730147 | 38.6 | 1730147 38.6 |
| 179.0 | 19880 | 50000 | 39.8 | 50000 39.8 | -490903 | 1514286 | 32.4 | 1514286 32.4 |
| 198.0 | 13817 | 34000 | 40.6 | 34000 40.6 | -219908 | 734783 | 29.9 | 734783 29.9 |
| 214.0 | 13994 | 34000 | 41.2 | 34000 41.2 | -50956 | - | - | - |

[with BHD correction]

| Max. S.F. | --Percentage to Allowable Value-- | |
|---------------------------------------|-----------------------------------|----------------|
| | --Ocean Going-- | --In Harbour-- |
| 19880 kN Fr179.0 | 46.8% Fr192.0 | 46.8% Fr192.0 |
| Max. B.M. (Hog.) 3728 kN*m Fr 13.2 | - | - |
| Max. B.M. (Sag.) -672619 kN*m Fr154.2 | 38.8% Fr161.0 | 38.8% Fr161.0 |
| Deflection at Midship (Sag) -0.062 m | | |