



MEMORANDUM

To: General Manager

My Ref:

From: Brett McElligott

Date: 13 Sept. 2021

Good day Quentin

EMERGENCY RESPONSE CENTRE EXERCISE REPORT: 13 Sept. 2021 @ 0830 UTC “Fire in engine room”

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

Denver/Ship Manager	– Incident Manager
Rajaraman/DPA	– Incident coordinator
Henry/Ship Manager	- Technical support
Joey/Ship Manager	- Record events/ Technical support
Brendon/Ship Manager	- Technical support
Mike/Ship Manager	- Technical support
Kerry	– SITREPS
Patricia	- Record events
Master of IVS Sunbird	- Response to emergency on board
Brett	- Facilitator
Rajesh	- Moderator

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 “Fire in engine room”

While vessel IVS Sunbird on passage at sea, Duty engineer reported fire in the vicinity of number 1 generator where oil was leaking from a fuel pipe. Soon after it there was fire alarm in the accommodation and in engine room. OOW announced on PA “Fire in Engine Room”.

Engine room staff present in engine room tried to extinguish fire locally without any success.

Master called office using 24 hrs telephone number to inform fire in engine room.

All crew mustered, head count was taken, wiper was reported missing.

Two hands donned with fireman outfit were sent in engine room to fight the fire but they couldn't get closer to fire location due to excessive heat. They had to return from engine room.

Search party mustered to find wiper. Later wiper came out of the engine room with burn injury. The contingency plan “Fire in engine room” was activated.

Crew to fight the fire using all means at his disposal. The fire had spread to other areas of the engine room as well.

Master updated fire situation to office. The release of CO2 in engine room to fight the fire was decided. Subsequently CO2 was released in engine room.

5. Sequence of Events

UTC timings.

<u>Date @ Time</u> 13 Sept. 2021	<u>Event Details</u>	<u>Person</u>
0833hrs	Received a call from Captain and he informed fire in engine room.	Denver
0844hrs	MSTeam invite was sent to set up ERC	Raja
0844hrs	Initial report was broadcast on company emergency email	Raja
0850hrs	Master, IVS Sunbird joined ERC using MSTeam. There was continuous exchange of information.	Master
0853 hrs	Master reported fire uncontrollable; ER being vacated; to release CO2 upon clearing ER	Master
0855hrs	Mumbai MRCC contacted	
0855hrs	Denver informed incident to Quentin/Hilton and wiper injury to Warren	Denver
0856hrs	Joey informed incident to Operation department for informing to Charterer	Joey
0858 hrs	Information was exchanged with master on release of CO2 in engine room	ERC/Master
0902 hrs	Incident was reported to ClassNK	Henry
0906 hrs	Two top exhaust vents at funnel to be kept open for displacing air while releasing CO2	Mike
0907 hrs	Incident was informed to MPA, H&M and Donjon Smit	Raja
0908 hrs	All crew out of engine room was confirmed before releasing CO2	Master
0909 hrs	ERC team advises Master to release CO2 in engine room	
0909 hrs	P&I Club was informed	Denver
0910 hrs	CO2 was released in Engine Room	
0910 hrs	Company doctor was informed for medical advice for injured crew member	Raja
0913 hrs	Engine room boundary cooling in progress	Master
0915 hrs	Wiper minor burns on left arms, no shore assistance required – Master updated to ERC.	Master
0917 hrs	Drill closed	

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.	The emergency actions related to incident contingency were lacking in sequence. Watermist – immediately Close the fans and dampers Attempt to fight the fire , drop QC V/V's	Next drill		
2.	Contingency plan is to be reviewed whether top air vents is to be kept open while releasing CO2 in engine room	30 th Sept. 21	Brett	See discussion with HS on topic APP H
3.	Emergency contact numbers in OneNote are to be updated for various external parties e.g. P&I Club, Hull Insurance, ClassNK etc.	30 th Sept. 21	Rajesh	
4.	Whist the inclusion of the MS Teams is providing better communications between the vessel and the Office, the Master issuing commands was a BIG distraction. The Master is to be muted unless participating in the discussion with the Office.		All to note	

Refer attached appendices:

- Appendix A – Initial report & SITREP
- Appendix B – Notification to external parties Flag/ClassNK etc
- Appendix C – Medical assistance for injured crew member
- Appendix D- Media holding statement
- Appendix E – Ship's drill report
- Appendix F – Duties and event description
- Appendix G – MSteam ERC screenshot.
- Appendix H – Discussion regarding release of CO2

Initial Report

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

Initial Report

**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 -

Ship's Name	IVS SUNBIRD
IMO number	
•Date / Time of call from vessel:	13 September 2021
Who contacted the Office:	MASTER OF IVS SUNBIRD
•Description of Incident:	FIRE IN ENGINE ROOM
•Location of incident on board:	GENERATOR
•Any injuries / casualties:	ONE CREW IS MISSING - WIPER
•Damages:	
•Date / Time of incident on board:	13 sept / 0830 GMT
•Ship's position:	LAT 01 DEG 24s, 054 DEG 17e LONG
•Course	045
•Speed	6 KNOT
•Cargo On-board and quantity:	LOGS
•Bunker quantity on board:	
•Any Oil Spill:	NO
•Approx Quantity spilt over board:	NO

• Next Port and distance	KANDLA
<u>Weather conditions:</u>	
• Wind:	
• Direction :	SE'ly Winds
• Speed (Beaufort):	BF 4
• Sea:	Moderate
• Direction	
• Height (m)	

Reminder: Master/Office to follow the relevant contingency plan

SITREP

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



FOLLOW UP SITUATION REPORT

Ship Name:	IVS SUNBIRD
SITREP No:	01
Date and Time (UTC) of situation report:	13 September 2021 11:02
<u>Summary / Update of the incident</u>	
Update of the incident	Fire in Gen No 3 - discovered after alarm went off. Team initially tried to fight fire but failed. 2 fire fighters in Engine Room Due to heat - they cannot reach base of fire. Aborted fire fighting Wiper sustained minor burns on hands First Aid team giving treatment
Information received from:	Master
Number/Details of Casualties:	One Crew Member (Wiper) - burns on hands
Damage:	Fire in Engine Room
Any external assistance required:	
Authorities Involved:	IVS Charterers
Emergency Services Involved:	Emergency Services - Mumbai
Response Services Involved:	
Company Emergency Response Activities:	
Press Media Coverage	
Press Response:	
<u>Report Sheet Issued By:</u>	
Name:	Kerry Everett
Title:	SHEQ Representative
Contact Details:	+27 31 3027911



FOLLOW UP SITUATION REPORT

Ship Name:	IVS SUNBIRD
SITREP No:	02
Date and Time (UTC) of situation report:	13 September 2021 11:14
<u>Summary / Update of the incident</u>	
Update of the incident	Vessel advised to continue with boundary cooling Two top vents to be opened to release the CO2 CO2 as been release from engine room Do not open door - continue with boundary cooling
Information received from:	Master
Number/Details of Casualties:	One Crew Member (Wiper) - burns on hands
Damage:	Fire in Engine Room
Any external assistance required:	
Authorities Involved:	MPA H&M DONJON SMIT
Emergency Services Involved:	IVS Charterers SHipMed
Response Services Involved:	Emergency Services - Mumbai
Company Emergency Response Activities:	
Press Media Coverage	
Press Response:	
<u>Report Sheet Issued By:</u>	
Name:	Kerry Everett
Title:	SHEQ Representative
Contact Details:	+27 31 3027911

**FOLLOW UP SITUATION REPORT**

Ship Name:	IVS SUNBIRD
SITREP No:	03
Date and Time (UTC) of situation report:	13 September 2021 11:17
<u>Summary / Update of the incident</u>	
Update of the incident	Emergency Drill Closed
Information received from:	
Number/Details of Casualties:	

Damage:	
Any external assistance required:	
Authorities Involved:	
Emergency Services Involved:	
Response Services Involved:	
Company Emergency Response Activities:	
Press Media Coverage	
Press Response:	
<u>Report Sheet Issued By:</u>	
Name:	Kerry Everett
Title:	SHEQ Representative
Contact Details:	+27 31 3027911



FOLLOW UP SITUATION REPORT

Ship Name:	
SITREP No:	04
Date and Time (UTC) of situation report:	
<u>Summary / Update of the incident</u>	
Update of the incident	
Information received from:	
Number/Details of Casualties:	
Damage:	
Any external assistance required:	
Authorities Involved:	
Emergency Services Involved:	
Response Services Involved:	
Company Emergency Response Activities:	
Press Media Coverage	
Press Response:	
<u>Report Sheet Issued By:</u>	
Name:	
Title:	
Contact Details:	



FOLLOW UP SITUATION REPORT

Ship Name:	
SITREP No:	05
Date and Time (UTC) of situation report:	
<u>Summary / Update of the incident</u>	
Update of the incident	
Information received from:	
Number/Details of Casualties:	
Damage:	
Any external assistance required:	
Authorities Involved:	
Emergency Services Involved:	
Response Services Involved:	
Company Emergency Response Activities:	
Press Media Coverage	
Press Response:	
<u>Report Sheet Issued By:</u>	
Name:	
Title:	
Contact Details:	



FOLLOW UP SITUATION REPORT

Ship Name:	
SITREP No:	06
Date and Time (UTC) of situation report:	
<u>Summary / Update of the incident</u>	
Update of the incident	
Information received from:	

Number/Details of Casualties:	
Damage:	
Any external assistance required:	
Authorities Involved:	
Emergency Services Involved:	
Response Services Involved:	
Company Emergency Response Activities:	
Press Media Coverage	
Press Response:	
<u>Report Sheet Issued By:</u>	
Name:	
Title:	
Contact Details:	

Rajesh Sharma - GSH SG

From: Rajaraman Krishnamoorthy - GSM SG
Sent: Monday, 13 September 2021 5:07 pm
To: GSH Global Emergencies
Subject: FW: IVS SUNBIRD - DRILL DRILL DRILL

TO: MPA
 TO: H&M
 TO: DONJON SMIT

Please note that IVS SUNBIRD has reported fire in engine room.

Please find below report.



FOLLOW UP SITUATION REPORT

Ship Name:	IVS SUNBIRD
SITREP No:	01
Date and Time (UTC) of situation report:	13 September 2021 11:02
<u>Summary / Update of the incident</u>	
Update of the incident	Fire in Gen No 3 - discovered after alarm went off. Team initially tried to fight fire but failed. 2 fire fighters in Engine Room Due to heat - they cannot reach base of fire. Aborted fire fighting Wiper sustained minor burns on hands First Aid team giving treatment
Information received from:	Master
Number/Details of Casualties:	One Crew Member (Wiper) - burns on hands
Damage:	Fire in Engine Room
Any external assistance required:	
Authorities Involved:	IVS Charterers
Emergency Services Involved:	Emergency Services - Mumbai
Response Services Involved:	
Company Emergency Response Activities:	

Press Media Coverage	
Press Response:	
<u>Report Sheet Issued By:</u>	
Name:	Kerry Everett
Title:	SHEQ Representative
Contact Details:	+27 31 2097911

Kind Regards,

Kerry Everett

☎: +27 31 302 1905 | 📞 +27 82 059 9693

✉ kerrye@unicornshipping.co.za

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Rajesh Sharma - GSH SG

From: Henry Dayo - GSM SG
Sent: Monday, 13 September 2021 5:09 pm
To: GSH Global Emergencies
Subject: FW: IVS SUNBIRD / Ship-Shore Drill Exercise / THIS IS A DRILL - "Fire in engine room" (Simulated)

THIS IS A DRILL *** THIS IS A DRILL

To : Class NK – Kandla Office

Dear Sir,

Vessel reported Fire in the Engine Room as per below details, presently under Fire Fighting. We will evaluate further condition and to keep you updated on the required attendance.

Kind Regards,

Henry Dayo
Ship Manager
Grindrod Ship Management, A Division of Grindrod Shipping Pte. Ltd.
200 Cantonment Road, #03-01
Southpoint, Singapore 089763

☎: +63 2 79440327 | 📞: +63 9617718339 & +65 9777 8621 mobile

✉ henryd@grindrodshipman.com

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

From: IVS SUNBIRD - Master <ivssunbird.master@grindrodfleet.com>
Sent: Monday, 13 September, 2021 4:42 PM
To: Grindrod Ship Management - SSAS Alerts <dryssas@grindrodshipman.com>; Henry Dayo - GSM SG <HenryD@grindrodshipman.com>
Cc: Rajesh Sharma - GSH SG <RajeshS@grindrodshipping.com>; Brett McElligott - DURUNT <BrettM@grindrodshipping.com>; Grindrod Ship Management - Technical <Technical@grindrodshipman.com>; Island View Shipping - Owing <owning@ivs-int.com>; Island View Shipping - Handy Ops <HandyOps@ivs-int.com>; Rajaraman Krishnamoorthy - GSM SG <RajaramanK@grindrodshipman.com>
Subject: IVS SUNBIRD / Ship-Shore Drill Exercise / THIS IS A DRILL - "Fire in engine room" (Simulated)

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

/// INITIAL REPORT 1 ///

Date: 13 Sept 2021

To: ERC Team
To: Ship Manager / Tech Department
To: DPA
To: Operation
To: UKMTO

Dear sir/s,

Further to my initial telephone call, please note the following facts:

- That at 1230lt (0830Z), fire alarm activated indicating fire in engine room and duty engineer confirmed at the bridge that fire broke out in the vicinity of number 1 generator where oil was leaking from a fuel pipe.
- That at 1231lt (0831Z), soon after the fire alarm in the accommodation and in engine room, OOW announced on PA "Fire in Engine Room" all crew to proceed to muster station. Engine room staff present in engine room tried to extinguish fire locally but failed.
- That at 1233lt (0833Z), Master initiate contact with Company Emergency Response (24H): + 65 6632 1380. All crew mustered, head count was taken and reported at present 1 crew is missing (wiper Batucal). Master proceed for a mitigation with the contingency plan "Fire in engine room (18)" was activated.
- Vsl Position: Lat/01-24S, Long/054-17E
Nearest Land: bearing NW 205nm from Mahe island Seychelles
- Course: 045deg
- Speed: 6.0kts (reduce speed - Simulated)
- Draft: F/9.90m, A/10.30m (SW)
- Freeboard: 4.0m
- Cargo: Pine logs/33,505mt (Holds/25876mt, Deck/7629mt)
- Weather condition: SE'ly Winds, BF 4, Moderate, good visibility
- Vsl underway to Port Kandla, India for discharging cargo
- At present no assistance from shore is required
- No pollution threat.

Reverting with Report No. 2

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

Vbrgds,

Capt. Raymond M. Sumbang

Master – M/V "IVS SUNBIRD"

Vsat Line 1 voice: +1(904) 900-6635 - Master's office

Vsat Line 2 voice: +1(904) 900-6637 - Bridge

Iridium voice: +8816 7773 9143 - Bridge

Inm-C Telex: 456347510

E-mail: ivssunbird.master@grindrodfleet.com

CAUTION: Our Email system is Internet based and not monitored continuously.

If you need an URGENT reply by return, please send a mail via SAT C and/or call us on our contact voice numbers above.

Please consider the environment before printing this email and/or any related attachments.

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Rajesh Sharma - GSH SG

From: Rajaraman Krishnamoorthy - GSM SG
Sent: Monday, 13 September 2021 5:10 pm
To: GSH Global Emergencies
Subject: RE: IVS SUNBIRD - DRILL DRILL DRILL

TO: COMPANY DOCTOR
TO: WARREN

Please note that IVS SUNBIRD has reported fire in engine room.

Please find below report.



FOLLOW UP SITUATION REPORT

Ship Name:	IVS SUNBIRD
SITREP No:	01
Date and Time (UTC) of situation report:	13 September 2021 11:02
<u>Summary / Update of the incident</u>	
Update of the incident	Fire in Gen No 3 - discovered after alarm went off. Team initially tried to fight fire but failed. 2 fire fighters in Engine Room Due to heat - they cannot reach base of fire. Aborted fire fighting Wiper sustained minor burns on hands First Aid team giving treatment
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Number/Details of Casualties:	One Crew Member (Wiper) - burns on hands
Damage:	Fire in Engine Room
Any external assistance required:	
Authorities Involved:	IVS Charterers
Emergency Services Involved:	Emergency Services - Mumbai
Response Services Involved:	
Company Emergency Response Activities:	
Press Media Coverage	

Press Response:	
<u>Report Sheet Issued By:</u>	
Name:	Kerry Everett
Title:	SHEQ Representative
Contact Details:	+27 31 2097911

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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Event Media Holding Statement Example

Monday, 13 September 2021 4:30 pm

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

Media Holding Statement

DRILL DRILL DRILL

To be released once approved by Grindrod Shipping Senior Management

- *IVS Sunbird*
- *Fire in engine room.*
- *One crew injured*

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

Rajesh Sharma - GSH SG

From: IVS SUNBIRD - Master <ivssunbird.master@grindrod fleet.com>
Sent: Monday, 13 September 2021 4:42 pm
To: Grindrod Ship Management - SSAS Alerts; Henry Dayo - GSM SG
Cc: Rajesh Sharma - GSH SG; Brett McElligott - DURUNT; Grindrod Ship Management - Technical; Island View Shipping - Owning; Island View Shipping - Handy Ops; Rajaraman Krishnamoorthy - GSM SG
Subject: IVS SUNBIRD / Ship-Shore Drill Exercise / THIS IS A DRILL - "Fire in engine room" (Simulated)

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

/// INITIAL REPORT 1 ///

Date: 13 Sept 2021

To: ERC Team
To: Ship Manager / Tech Department
To: DPA
To: Operation
To: UKMTO

Dear sir/s,

Further to my initial telephone call, please note the following facts:

- That at 1230lt (0830Z), fire alarm activated indicating fire in engine room and duty engineer confirmed at the bridge that fire broke out in the vicinity of number 1 generator where oil was leaking from a fuel pipe.
- That at 1231lt (0831Z), soon after the fire alarm in the accommodation and in engine room, OOW announced on PA "Fire in Engine Room" all crew to proceed to muster station. Engine room staff present in engine room tried to extinguish fire locally but failed.
- That at 1233lt (0833Z), Master initiate contact with Company Emergency Response (24H): + 65 6632 1380. All crew mustered, head count was taken and reported at present 1 crew is missing (wiper Batucal). Master proceed for a mitigation with the contingency plan "Fire in engine room (18)" was activated.
- Vsl Position: Lat/01-24S, Long/054-17E
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Vbrgds,

Capt. Raymond M. Sumbang

Master – M/V "IVS SUNBIRD"

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Inm-C Telex: 456347510

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Ship's Name :	IVS SUNBIRD
Date / Time :	13 SEPT 2021 1230LT/0830Z
Location :	AT SEA – INDIAN OCEAN, ENROUTE TO KANDLA
Weather :	CLOUDY, WIND: 4, SEA: 3, 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 - FIRE IN ENGINE ROOM (SHIP-SHORE DRILL)

Record of Events:

SCENARIO – EXERCISE “FIRE IN ENGINE ROOM”:

While vessel IVS Sunbird/-- on passage at sea, Duty engineer reported fire in the vicinity of number 1 generator where oil was leaking from a fuel pipe. Soon after it there was fire alarm in the accommodation and in engine room. OOW announced on PA “Fire in Engine Room”. Engine room staff present in engine room tried to extinguish fire locally without any success. Master called office using 24 hrs telephone number to inform fire in engine room. All crew mustered, head count was taken, wiper was reported missing. Two hands donned with fireman outfit were sent in engine room to fight the fire but they couldn't get closer to fire location due to excessive heat. They had to return from engine room. Search party mustered to find wiper. Later wiper came out of the engine room with burn injury. The contingency plan “Fire in engine room” was activated. Crew to fight the fire using all means at his disposal. The fire had spread to other areas of the engine room as well. Master updated fire situation to office. The release of CO2 in engine room to fight the fire was decided. Subsequently CO2 was released in engine room.

STATEMENTS OF FACTS:

- That at 1230lt (0830Z), fire alarm activated indicating fire in engine room and duty engineer confirmed at the bridge that fire broke out in the vicinity of number 1 generator where oil was leaking from a fuel pipe.
- That at 1231lt (0831Z), soon after the fire alarm in the accommodation and in engine room, OOW announced on PA “Fire in Engine Room” all crew to proceed to muster station. Engine room staff present in engine room tried to extinguish fire locally but failed.
- That at 1233lt (0833Z), Master initiate contact with Company Emergency Response (24H): + 65 6632 1380. All crew mustered, head count was taken and reported at present 1 crew is missing (wiper Batucal). Master proceed for a mitigation with the contingency plan “Fire in engine room (18)” was activated.
- That at 1239lt (0839Z), Emergency team with fireman's outfit proceeding to the scene of fire to fight the fire and to search for missing wiper. All ventilation shut off, Support team preparing for boundary cooling, first aid team standby and rescue boat team ready. Water mist activated.
- That at 1245lt (0845Z), M/Engine put to stop (simulated). Bridge Team transmitted “Urgency message” on VHF Ch. 16 & 2182 Khz (AIS/DSC/Mf-Hf/MRCC Mumbai/UKMTO) to alert shore and vessel in the vicinity. Quick closing Valve activated and emergency generator running.



- That at 1247lt (0847Z), Emergency team reported wiper Batucal was found and sustained with burn injury and conscious. First aid team evacuated him immediately and applied necessary first aid.
- That at 1255lt (0855Z), Emergency and support team with fireman's outfit aborted back from engine room despite using all means of extinguishing the fire and reported that they couldn't get closer to the fire location due to excessive heat and fire is getting rising and out of control.
- That at 1257lt (0857Z), Master announced through PA system that all personnel to evacuate the Engine room ASAP. Head count carried out on deck immediately in the muster station with all crew accounted for including injured wiper. Boundary cooling in progress.
- That at 1308lt (0908Z), Master updated fire situation to office and informed that the release of CO2 in engine room to fight the fire is the last option.
- That at 1310lt (0910Z) CEO released CO2 in engine room from the CO2 room.
- That at 1313lt (0913Z) Emergency team preparing equipment for re-entry engine after released of CO2.
- That at 1320lt (0920Z), Drills completed at per ERC and found satisfactory. Start de-briefing with shore personnel.
- That at 1400lt (1000Z) – 1430lt (1030Z) Ship's personnel drills de-briefing / emphasis on Contingency Plans

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

Crew perform well during the drill. Highlighted to crew the strong points and weak points on where to improved. Presence of mind of the crew during the drill in-order to avoid accident. All crew are well knowledgeable for actions taken in the event of "Fire in Engine room". Team work and good communication during emergencies are highly encourage.

Lesson Learnt:

Crew should at all-times be ready to respond to any emergency situation onboard ship.
Un-announce drill help the crew to react actively and more alert in any kind of emergency.
Good communication and coordination during the ship-shore drill contribute to the key factor of maintaining high safety awareness onboard the vessel.

Completion of Training (if identified during debriefing):

Fire Drill completed with satisfactory results. That at 1320lt (0920Z), drills completed at per ERC and found satisfactory.

CAPT. SUMBANG RAYMOND MATEO

Master's Name/Signature

CEO SERVANDE F JOHNNAR

CEO's Name/Signature



VESSEL : IVS SUNBIRD DATE : 13 September 2021

AREA / LOCATION : AT SEA- INDIAN OCEAN ENROUTE TO KANDLA,INDIA



All crew mustered.



All crew mustered for fire drill



BA sets worn by firefighters.
Pressure on bottles 200 BARS each



BA sets worn by firefighters. Pressure
on bottles 200 BARS each



Firefighters ready



Boundary cooling in progress.



Emergency party entering through
steering gear room.



Emergency party entering through
steering gear room.



Emergency party entering through
steering gear room.



Wheeled foam extinguisher used by fire fighters.



Wiper found unconscious with minor burns.



Medical team administer first aid. Wiper regained consciousness.



CEO releasing water mist system manually.



Ventilation closed by 4EO & Oiler



Ventilation closed by 4EO & Oiler



Operate quick closing valve.



3NO alerting ships in vicinity and MRCC Mumbai.



Master and 3NO in communication with company personnel.



Master ordered all crew to re-muster, fire out of control.



Both boats ready for launching and liferafts as well.



Emergency stop button for pumps and blower operated.



4EO confirming all vents closed.



Master instructed CEO to prepare to activate CO2 system, same was discussed with company personnel.



CO2 cabinet opened and operate control valve for main and to bottles.



Confirm CO2 main valve open



Confirm 95 bottles of CO2 valve activated. 95 Bottles hose were cold.



Wiper being monitored by First Aid team. In recovery position.



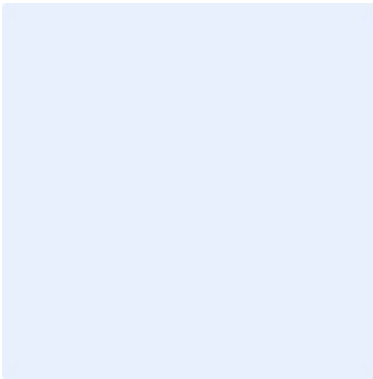
PICTURE SUBMISSION FORM

Reporting Forms Manual

Form: 5.2.1D
Page: Page 4 of 4
Date: 07 June 2018
Rev No. 1.2
Appr: BMM



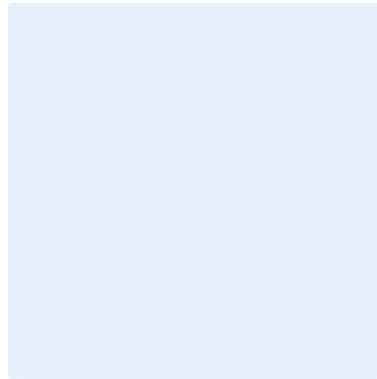
Master de-briefing the crew.



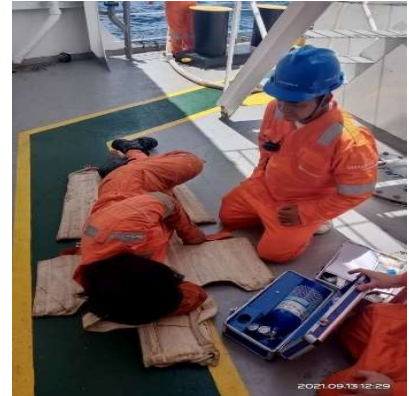
Click here to enter text.



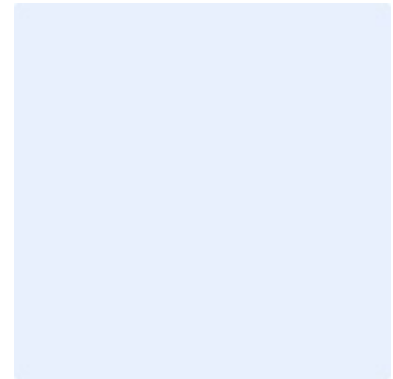
Crew adding some suggestions. Drill completed.



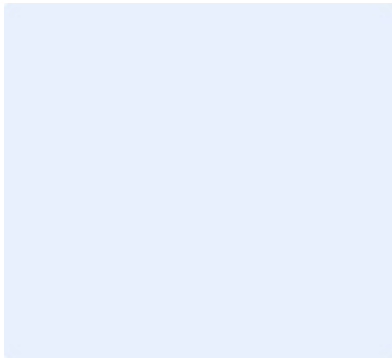
Click here to enter text.



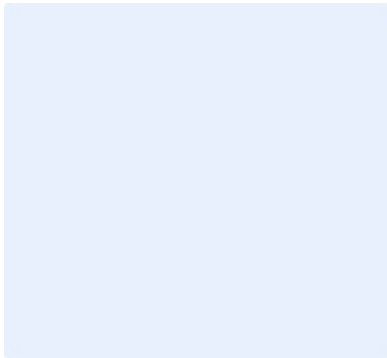
Wiper being monitored by First Aid team. In recovery position.



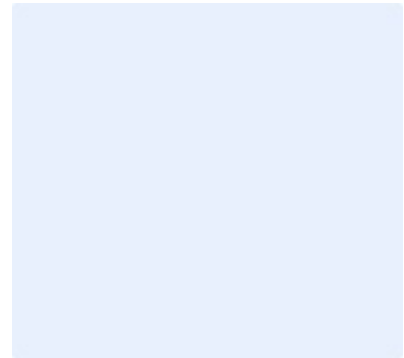
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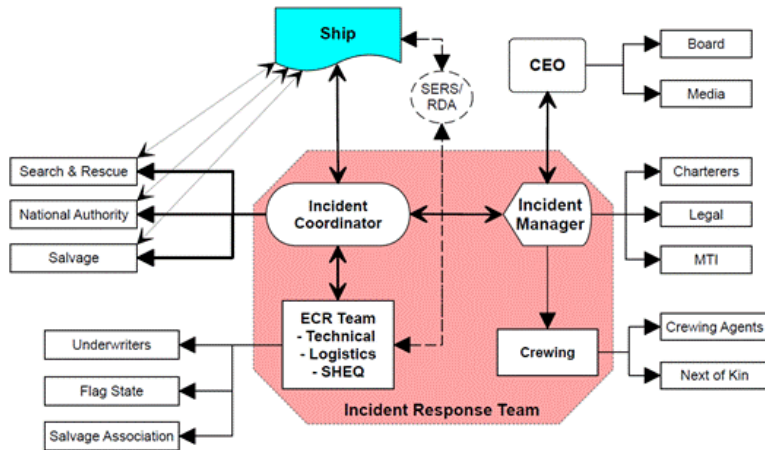
Click here to enter text.



Appendix F – Duties and event description

Duties and event description

Friday, 19 January 2018 10:27



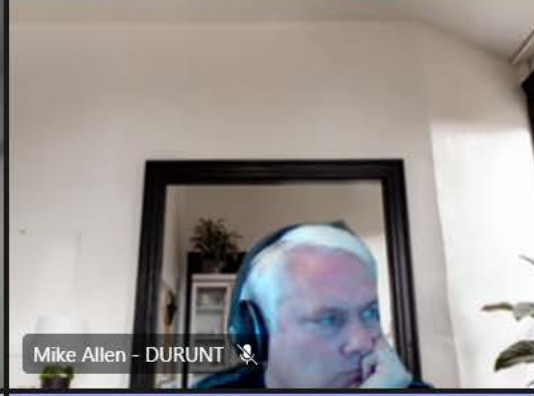
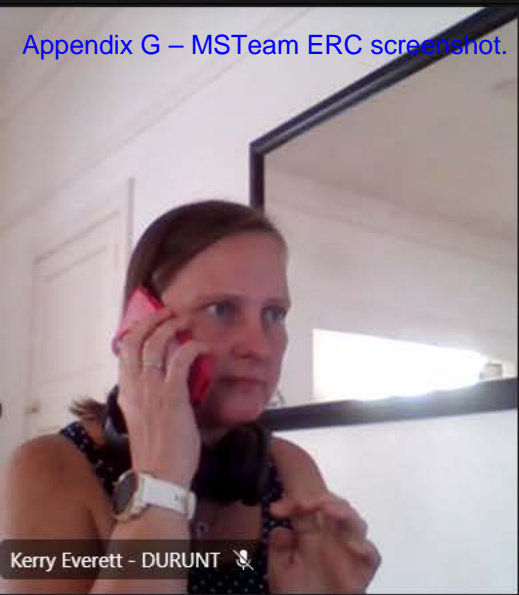
Function	Name of Person
Incident Manager	Denver
Incident Coordinator	Rajaraman
Technical Support	HENRY
Marine Support	
Resource support	
Logistics Support	
Event support	

Rajesh Not available - he will be moderating the Drill
Brett Not Available - he will be facilitating the drill

Hilton and Quentin will not be participating however should be notified as and when things develop as per our Emergency response procedure.

Entity to be notified	Complete	Contact Numbers
GRINDROD BOARD	YES	
OWNERS	Grindrod Shipping	+65 6323 0048
IVS OPERATORS	Joan	+65 9234 3132
CHARTERERS	Norden	+86 13917887003
H&M	WILLIS	
P&I – UK CLUB	UK P&I	+65 9755 2415
MEDIA MONITORING	YES	
COMPANY DOCTOR	YES	
AGENTS	Norden China	+862161361287
NATIONAL AUTHORITY (AS PER SOPEP CONTACT LIST)	NA	
USCG	NA	
QI	NA	
MRCC	MUMBAI	
FLAG STATE	MPA	
CLASS (NK /ABS/DNV)	CLASSNK	
CREW FAMILY BY CREWING DEPT.	WARREN	
ARMED GUARD COMPANY	NA	
K&R/INSURANCE COMPANY	NA	
PORT AUTHORITIES	NA	
SALVAGE	DONJON SMIT	
LAWYERS	NA	
OSRO	NA	

Appendix G – MStem ERC screenshot.



BM

Brett McEligott - DURUNT

RS

Rajesh Sharma - GSH SG

Meeting chat

Today

- Rajaraman Krishnamoorthy - GSM SG named the meeting to EMERGENCY DRILL.
- Brett McEligott - DURUNT and 8 others were invited to the meeting.
- 4:44 pm Meeting started
- IVS SUNBIRD - Master has temporarily joined the chat.

KE Kerry Everett - DURUNT 5:01 pm @
Rajaraman Krishnamoorthy - GSM SG
 Confirm I can send the SITREP 01?

Last read

Patricia O' Hara - GSM SG 5:01 pm
 yes he said to send

Type a new message

Rich text editor icons: Bold, Italic, Text color, Background color, Bulleted list, Numbered list, Indent, Outdent, Undo, Redo

Brett McElligott - DURUNT

From: Brett McElligott - DURUNT
Sent: Tuesday, 14 September 2021 11:10
To: IVS SUNBIRD - MASTER (O365)
Cc: Grindrod Ship Management - Technical
Subject: FW: CO2 release in the Engine Room

Hi Capt. Raymond

As you were part of the discussion in the Office closeout, I am sure you would be interested in the reply received from Hilton giving guidance, *Hilton's answers in blue:*

Question 1

Based on your experience in Salvage and fires onboard ships please could you give us guidance:

Scenario: the ER has been sealed off with the dampers closed, Quick closing valves released and all personnel removed from the ER. The Captain is about to release the CO2.

There was a discussion on whether to open the upper funnel dampers and then release the CO2. This would facilitate the smooth exhaust of the Oxygen out of the ER as the CO2 drops to the floor and displaces the Oxygen. The other school of thought is to leave the ER completely sealed, the CO2 bottles are highly pressurised and the CO2 will enter the ER anyway, the Oxygen and smoke will escape out of the ER because the upper ER fire dampers in the funnel are a rattling good fit at best and certainly not able to seal the ER gas tight.

The vents are not gas tight.

Oxygen will be used by the fire or displaced via the poor seals. Do not open the vents to allow more oxygen into the space (especially if the seat of the fire is unknown).

CO2 settles, so if you have a fire (economiser, boiler or upper reaches), opening vents will feed the fire, while the CO 2 is flooding.

Question 2

Guidance on when to enter the ER after the CO2 has been released. We don't have much in SMS regarding re-entry procedures after the release of CO2.

There are no instructions when to enter the area for good reason. It is not to be attempted without full consultation and direction from shore.

The CO2 system is a last line of defence. Once activated, there is no plan B. Once the charge is spent at sea the space should be sealed until there is absolutely no chance of reignition.

In port refilled bottles or a tanker should be connected to the system before attempting any opening.

Local fire crews should not be trusted to understand CO2 (or ship firefighting) in most ports.

There are so many factors to be considered before opening and entering that this should only be attempted after much discussion.

The SMS instruction should just say due to the many considerations no breach of the CO 2 blanketed compartment must attempted without the instruction of the Emergency Response team ashore.

I trust you find the replies in order, we will update certain parts of the SMS accordingly. Many thanks for your vessel's participation in the Drill.

Kind Regards,

Brett

Brett McElligott
SHEQ Manager
Grindrod Ship Management, A Division Of Grindrod Shipping South Africa (Pty) Ltd
8th Floor, Grindrod House, 108 Margaret Mncadi Avenue (Victoria Embankment)

Durban 4001, South Africa
P O Box 3483, Durban, 4000, South Africa

☎: +27 (0)31 302 7964 | 📱: +27 (0)82 314 9983

✉ brettm@grindrodshipping.com

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

From: Hilton Stroebel - GSM SG <hiltons@grindrodshipping.com>
Sent: Tuesday, 14 September 2021 02:13
To: Brett McElligott - DURUNT <BrettM@grindrodshipping.com>
Cc: Grindrod Ship Management - Technical <Technical@grindrodshipman.com>
Subject: RE: CO2 release in the Engine Room

Hi Brett

Question 1

The vents are not gas tight.

Oxygen will be used by the fire or displaced via the poor seals. Do not open the vents to allow more oxygen into the space (especially if the seat of the fire is unknown).

CO2 settles, so if you have a fire (economiser, boiler or upper reaches), opening vents will feed the fire, while the CO 2 is flooding.

Question 2

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The SMS instruction should just say due to the many considerations no breach of the CO 2 blanketed compartment must attempted without the instruction of the Emergency Response team ashore.

Regards,

Captain Hilton Stroebel AFNI
Marine Manager



Grindrod Shipping Pte. Ltd.
200 Cantonment Road,
#03-01 Southpoint,
Singapore 089763

From: Brett McElligott - DURUNT <BrettM@grindrodshipping.com>
Sent: Monday, 13 September, 2021 6:37 PM
To: Hilton Stroebel - GSM SG <hiltons@grindrodshipping.com>
Cc: Grindrod Ship Management - Technical <Technical@grindrodshipman.com>
Subject: CO2 release in the Engine Room

Hi Hilton

There was a discussion regarding the procedure of releasing the CO2 into the Engine Room, there was a difference of opinions that was not resolved.

Question 1

Based on your experience in Salvage and fires onboard ships please could you give us guidance:
Scenario: the ER has been sealed off with the dampers closed, Quick closing valves released and all personnel removed from the ER. The Captain is about to release the CO2.

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Kind Regards,

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Grindrod Ship Management, A Division Of Grindrod Shipping South Africa (Pty) Ltd
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