

EMERGENCY RESPONSE CENTRE EXERCISE REPORT: 28 Dec 2023 @ 1430 hrs SGT “Missile attack on vessel resulting in breach of hull and E/R flooding”

1. Purpose.

- 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 and outside parties on a real time basis.
- To test the 24 hours emergency number and all communication equipment
- To test Island View 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

| <u>Function</u> | <u>Name of Person</u> |
|------------------------|------------------------------|
| Incident Manager | Rennie |
| Incident Coordinator | Rajesh |
| Technical Support | Henry/Joey/Brendon |
| Marine Support | Raja |
| Event support | Felicia / Kerry |

Brett - Moderator

Master of IVS Sparrowhawk

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. Email subject should also contain ‘DRILL’.
- RECORDS - All documents and checklists exchanged by email used during the Exercise should be maintained. All details to be logged in the as evidence of the Ship Shore Exercise.
- Some external communication – Agent, Port/Flag state, 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.
- 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, use Form 3.2.3

4. Scenario Summary – Exercise “Grounding and breach of Fuel Tank resulting in oil pollution”

IVS Sparrowhawk on voyage loaded with the cargo of Limestone from PG to Tamatave while transiting Gulf of Oman, a missile hit the port side hull at water level in way of Engine Room. The contingency plans for breach of security, breach of hull (structural failure) and flooding of engine room was activated.

Master called office using 24 hrs telephone number informing that ship port side hull was hit by missile in way of engine room at water level.

All tanks and cargo hold bilges were sounded. The ingress of water was reported in engine room space. There was a small fire in engine room, which was extinguished with portable fire extinguisher.

Necessary notifications were made by Master and Office.

Master to update the ship condition – Cargo/ballast/FW/bunker stowage and keep ready.

Ship

- Master to initiate drill as above and call office.
- Activate security, breach of hull and flooding of engine room contingency plan - check sounding of all double bottom tanks and cargo holds etc.
- Notifications to be made in conjunction with office.
- Ship loading condition - Cargo, ballast, bunkers on board is to be sent to office for damage stability assessment.
- Conduct the drill using contingency plans:
 - Security drill (damage to vessel by explosive), notifying UKMTO
 - Breach of hull/structural failure
 - Flooding of engine room

Office

After Master's telephone call received by duty person, he set up MS Team consisting of ERC members for responding to emergency on board the vessel. Emergency Response Centres were set up in Singapore and Durban offices.

Communication was kept with the Master on MS Team for office support and advise.

Initial report and follow reports are to be sent using One note.

Relevant internal and external parties are to be informed by office response team as required.

5. Sequence of Events

| 28 Dec 2023 | <u>Event Details</u> | <u>Action</u> |
|------------------------|---|----------------------|
| 1431 | Master called 24 hrs telephone number stating missile attack on port side hull at water level in way of engine room while vessel transiting in Gulf of Oman. | JB |
| 14:37 | Notification of event received in SA – ERC in Singapore and SA office mobilized. Ship and Shore team connected with Master on MS Team. | JB |
| 14:42 | Master informed Company and provides initial information regarding the Damage to the vessel. | Captain |
| 14:43 | MH notified – HLS not available | RG |
| 14:45 | Captain advised that he is slowing down ME, no ships nearby, 35nm from nearest land, water ingress in engine room. Captain was advised to send SSAS alert, 2NO to communicate with ships in the area | RS |
| 14:47 | Initial Report sent | |
| 14:47 | Portside diesel oil tank 89.31 m3 capacity Captain to inform amount of diesel oil tank now and name of nearest land Nearest Port Muskat 116 miles or minor port of Ras al Hadd 36 miles from present position | RS |
| 14:47 | TMI informed | BM |
| 14:56 | Henry to inform MPA | HD |
| 14:56 | Captain confirmed that no oil in storage tanks, tank was empty | Captain |
| | Raja to phone port authorities to both port for towing facilities | RK |
| 14:57 | Weather conditions are OK in this area | RS |
| 14:48 | Vessel laden with limestone | |
| 14:49 | Captain to confirm capacity of pump to remove water. To use emergency bilge pumping system if necessary. | RG |
| 15:00 | ROB 456.31 MT Fuel 68.26 MT diesel oil | JB |
| 15:03 | Water being pumped out from engine room using emergency bilge suction | Vessel |

| | | |
|-------|--|-----------------|
| 15:04 | Ras al Hadd Port to be informed that vessel is pumping out bilge oily water | |
| | Notify UKMTO, MRCC Mascot, National SOPOP authority | RK |
| 15:05 | Charters, UKP&I club and crewing department to be informed IT to disconnect WIFI | RS |
| 15:07 | SITREP 2 sent | |
| 15:08 | Check speed of drift, and estimated time to reach 12mn from land Damage stability of the ship to be evaluated | RG |
| 15:10 | Vessel drifting – will take about 10 hours until vessel reaches 12mn from land. Pumps coping with water ingress. List on starboard side to reduce water intake. Loading computer printout required to ascertain with Class about damage stability | RS |
| 15:12 | Status of salvage and towing tugs in Ras al Hadd port confirmed and are willing to assist | RK |
| 15:14 | Ambrey to be contacted for war risk evaluation in the area Captain to be informed to keep lookout for suspicious vessels/skiffs | HD |
| 15:15 | No skiffs in area, no naval ships in vicinity | Captain |
| 15:16 | Ras al Hadd Port ready with tugs to tow – contracts to be signed | RK |
| 15:18 | Ambrey must activate guards for the possibility boarding the vessel if possible. Vessel to be towed to prevent a second missile attack and risking the vessel sinking | HD / RG |
| 15:19 | Maintained main engine propulsion key to vessel safety. Priorities' no injury to person, and further damage to vessel to prevent sinking Bridge to be manned as if in a HRA area. SITREP 3 sent | BG |
| 15:20 | Check with vessel when ME can be started. Full damage report is needed first. Port Ras al Hadd tugs to head towards vessel, and vessel to head towards port for repairs | RS/Captain |
| 15:23 | Appointing Agent at Port Ras al Hadd | RK |
| 15:24 | Captain informed to tell all onboard that no photos to be taken / uploaded anywhere on social media | RS/Captain |
| 15:25 | Main Engine working – vessel will start heading towards Port Ras al Hadd | RS |
| 15:27 | Captain confirmed no tug assistance required Approx 10 hrs to get to Port Ras al Hadd | RK / Captain |
| 15:31 | Class to be informed | RS |
| 15:32 | Drill completed and final SITREP sent | |

6. Conclusion

Drill was discussed and following areas were identified for improvement.

| S.No. | Description | Target completion date | Responsibility | Completion date |
|-------|---|-----------------------------|----------------|-----------------|
| 1. | Ship Security Alert was not received from Master during initial stage of the drill. Subsequently Master was able to send the SSAS later after drill. Master to check the cause of delay in SSAS transmission. | 28 Dec 2023 | Master | 28 Dec 2023 |
| 2. | Master was not reminded to warn crew against posting the incident photo on social media during initial communication with Master. He was reminded this later stage of the drill. | Next drill | Office staff | |
| 3. | The departure stability condition of last few ports filed in Shared Drive (2.5 – Departure Stability Condition) were incomplete, only 1 st page was filed. All pages of loading computer stability condition printout are to be filed. | Next port departure onwards | Master | |
| 4. | Phone call to third parties to be done outside the ERC. | Next drill | Office staff | |
| 5. | Emergency contact numbers as applicable are to be added directly in the duties and event description and emergency contacts sheet in OneNote. | 29Dec2023 | Raja | 29Dec2023 |

Refer attached appendices:

Appendix A – Initial report & SITREP

Appendix B – External Notifications

Appendix C – Shipboard drill report

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 SPARROWHAWK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| IMO number | 9712656 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Date / Time of call from vessel: | 28 Dec 2023/ 1430H SG time | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Who contacted the Office: | IVS Sparrowhawk Master | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description of Incident: | Apparent missile attack along Persian Gulf underway to Tamatave in way of Engine Room port side along water level | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Location of incident on board: | Persian Gulf underway to Tamatave | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Any injuries / casualties: | Nothing reported yet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Damages: | Nothing reported yet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Date / Time of incident on board: | 28 Dec 2023/ 1430H SG time | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ship's position: | 22°46.6'N; 060°21'E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Course | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Speed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cargo On-board and quantity: | Limestone 28,708mt | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bunker quantity on board: | ROB: VI.SF 456.310 MT L.SMGO 68.260 MT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Any Oil Spill: | Nothing reported yet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approx Quantity spill over board: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Next Port and distance | Tamatave | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Weather conditions: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wind: | <div style="border: 1px solid #333; padding: 5px;"> <p style="text-align: center; margin: 0;">Weather for 24° 59' 41.30" N 057° 44' 01.86" E</p> <p style="margin: 0;">Date 28 Dec 2023 - 02 Jan 2024</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: 0.8em;"> <thead> <tr> <th style="text-align: left;">Date</th> <th style="text-align: center;">27 Dec</th> <th style="text-align: center;">28 Dec</th> <th style="text-align: center;">29 Dec</th> <th style="text-align: center;">30 Dec</th> <th style="text-align: center;">31 Dec</th> </tr> <tr> <th style="text-align: left;">Time</th> <th style="text-align: center;">15:00</th> <th style="text-align: center;">12:00</th> <th style="text-align: center;">15:00</th> <th style="text-align: center;">12:00</th> <th style="text-align: center;">15:00</th> </tr> </thead> <tbody> <tr> <td>Significant Height of Swell Waves (m)</td> <td style="text-align: center;">0.14</td> <td style="text-align: center;">0.08</td> <td 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center;">0.3</td> <td style="text-align: center;">0.39</td> <td style="text-align: center;">0.4</td> </tr> <tr> <td>Current Direction</td> <td style="text-align: center;">↑</td> <td style="text-align: center;">↑</td> <td style="text-align: center;">↑</td> <td style="text-align: center;">↑</td> <td style="text-align: center;">↑</td> </tr> <tr> <td>Wind Wave Height (m)</td> <td style="text-align: center;">-</td> <td style="text-align: center;">0.06</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">0.11</td> </tr> <tr> <td>Wind Wave Direction</td> <td style="text-align: center;">-</td> <td style="text-align: center;">108.68</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">335.18</td> </tr> <tr> <td>Air Temperature at 2m</td> <td style="text-align: center;">24.86</td> <td style="text-align: center;">24.34</td> <td style="text-align: center;">24.24</td> <td style="text-align: center;">23.76</td> <td style="text-align: center;">23.87</td> </tr> <tr> <td>Surface Temperature (°C)</td> <td style="text-align: center;">25.87</td> <td style="text-align: center;">25.94</td> <td style="text-align: center;">25.91</td> <td style="text-align: center;">26.21</td> <td style="text-align: center;">26.09</td> </tr> <tr> <td>Air Pressure</td> <td style="text-align: center;">1018.52</td> <td style="text-align: center;">1014.82</td> <td style="text-align: center;">1016.1</td> <td style="text-align: center;">1015.31</td> <td style="text-align: center;">1017.04</td> </tr> <tr> <td>Relative Humidity (%)</td> <td style="text-align: center;">56.7</td> <td style="text-align: center;">61.3</td> <td style="text-align: center;">63.7</td> <td style="text-align: center;">60.8</td> <td style="text-align: center;">60.1</td> </tr> <tr> <td>Visibility (km)</td> <td style="text-align: center;">24.13</td> <td style="text-align: center;">24.13</td> <td style="text-align: center;">24.14</td> <td style="text-align: center;">24.13</td> <td style="text-align: center;">24.14</td> </tr> <tr> <td>Total Precipitation (mm)</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>TotalCloudCoverPercentage</td> <td style="text-align: center;">0.7</td> <td style="text-align: center;">18.4</td> <td style="text-align: center;">0</td> <td style="text-align: center;">2.4</td> <td style="text-align: center;">0.8</td> </tr> </tbody> </table> </div> | Date | 27 Dec | 28 Dec | 29 Dec | 30 Dec | 31 Dec | Time | 15:00 | 12:00 | 15:00 | 12:00 | 15:00 | Significant Height of Swell Waves (m) | 0.14 | 0.08 | 0.08 | 0.08 | 0.12 | Wind Direction | ↖ | → | ↘ | ↖ | ← | Wind Speed (kts) | 1.08 | 2.94 | 3.36 | 1.73 | 2.3 | Direction of Swell Waves | ↖ | ↘ | ↘ | ↘ | → | Current Speed (kts) | 0.23 | 0.29 | 0.3 | 0.39 | 0.4 | Current Direction | ↑ | ↑ | ↑ | ↑ | ↑ | Wind Wave Height (m) | - | 0.06 | - | - | 0.11 | Wind Wave Direction | - | 108.68 | - | - | 335.18 | Air Temperature at 2m | 24.86 | 24.34 | 24.24 | 23.76 | 23.87 | Surface Temperature (°C) | 25.87 | 25.94 | 25.91 | 26.21 | 26.09 | Air Pressure | 1018.52 | 1014.82 | 1016.1 | 1015.31 | 1017.04 | Relative Humidity (%) | 56.7 | 61.3 | 63.7 | 60.8 | 60.1 | Visibility (km) | 24.13 | 24.13 | 24.14 | 24.13 | 24.14 | Total Precipitation (mm) | 0 | 0 | 0 | 0 | 0 | TotalCloudCoverPercentage | 0.7 | 18.4 | 0 | 2.4 | 0.8 |
| Date | 27 Dec | 28 Dec | 29 Dec | 30 Dec | 31 Dec | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Time | 15:00 | 12:00 | 15:00 | 12:00 | 15:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Wind Direction | ↖ | → | ↘ | ↖ | ← | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wind Speed (kts) | 1.08 | 2.94 | 3.36 | 1.73 | 2.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Direction of Swell Waves | ↖ | ↘ | ↘ | ↘ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Current Direction | ↑ | ↑ | ↑ | ↑ | ↑ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wind Wave Height (m) | - | 0.06 | - | - | 0.11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wind Wave Direction | - | 108.68 | - | - | 335.18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Air Temperature at 2m | 24.86 | 24.34 | 24.24 | 23.76 | 23.87 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Surface Temperature (°C) | 25.87 | 25.94 | 25.91 | 26.21 | 26.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Air Pressure | 1018.52 | 1014.82 | 1016.1 | 1015.31 | 1017.04 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Relative Humidity (%) | 56.7 | 61.3 | 63.7 | 60.8 | 60.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Visibility (km) | 24.13 | 24.13 | 24.14 | 24.13 | 24.14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Precipitation (mm) | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TotalCloudCoverPercentage | 0.7 | 18.4 | 0 | 2.4 | 0.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Direction : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Speed (Beaufort): | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sea: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Direction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Height (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Reminder: Master/Office to follow the relevant contingency plan



FOLLOW UP SITUATION REPORT

| | |
|---|---|
| Ship Name: | IVS SPARROWHAWK |
| SITREP No: | 1 |
| Date and Time (UTC) of situation report: | 28/12/2023 at 1439hrs |
| <u>Summary / Update of the incident</u> | |
| Update of the incident | |
| Information received from: | Captain |
| Number/Details of Casualties: | Unknown |
| Damage: | Portside, engine room damaged. Vessel has slow down the main engine, second deck level pump. Ballast on fore peak tank. No ships nearby, 35 Nautical miles from the nearest shore. Water ingress in engine room about 50cubic metres. |
| Any external assistance required: | Yes |
| Authorities Involved: | Not yet |
| Emergency Services Involved: | Not yet |
| Response Services Involved: | Not Yet |
| Company Emergency Response Activities: | Yes |
| Press Media Coverage | MTI informed at 14:46 |
| Press Response: | NA |
| <u>Report Sheet Issued By:</u> | |
| Name: | Felicia Hong |
| Title: | Marine Administrator |
| Contact Details: | 66321384 |



FOLLOW UP SITUATION REPORT

| | |
|---|---|
| Ship Name: | IVS SPARROWHAWK |
| SITREP No: | 2 |
| Date and Time (UTC) of situation report: | 28/12/2023 |
| <u>Summary / Update of the incident</u> | |
| Update of the incident | Engine stopped. Report on loss of oil - no oil pollution as no storage tank. Fire extinguished. Commenced with emergency bilge discharge. Informed the Local authorities of our intentions. |
| Information received from: | Captain |
| Number/Details of Casualties: | None |
| Damage: | Flooding of engine room, water pump out using contingency plan |
| Any external assistance required: | YES |
| Authorities Involved: | Informed both Muscat and Ras al Hadd Port Authorities |
| Emergency Services Involved: | Yes - salvage |
| Response Services Involved: | Don Jon Salvage Assoc |
| Company Emergency Response Activities: | Both SG and DBN response centres manned |
| Press Media Coverage | MTI |
| Press Response: | None at the moment |
| <u>Report Sheet Issued By:</u> | |
| Name: | Felicia Hong |
| Title: | Marine Administrator |
| Contact Details: | 66321384 |



FOLLOW UP SITUATION REPORT

| | |
|---|--|
| Ship Name: | IVS SPARROWHAWK |
| SITREP No: | 3 |
| Date and Time (UTC) of situation report: | 28/12/2023 1508hrs |
| <u>Summary / Update of the incident</u> | |
| Update of the incident | <p>0.8knots speed of drift. Vessel still under power.</p> <p>Requested damage stability be calculated to ensure that ballast pumped in</p> <p>Empty fuel tank so no oil in water.</p> <p>Captain confirmed only missile attack - no other pirate threats noted, no skiffs and no military ships in the area.</p> <p>The vessel is required to pump in the stbd side ballast tanks to form a stbd list.</p> |
| Information received from: | Captain |
| Number/Details of Casualties: | NIL |
| Damage: | Cope up the pumping |
| Any external assistance required: | UK P&I War risk - information on the security activities around the area |
| Authorities Involved: | UKMTO informed |
| Emergency Services Involved: | Don Jon Salvage |
| Response Services Involved: | MRCC Muscat |
| Company Emergency Response Activities: | Both SG and DBN response centres manned |
| Press Media Coverage | MTI |
| Press Response: | NIL |
| <u>Report Sheet Issued By:</u> | |
| Name: | Felicia Hong |
| Title: | Marine Administrator |
| Contact Details: | 66321384 |



FOLLOW UP SITUATION REPORT

| | |
|---|--|
| Ship Name: | IVS SPARROWHAWK |
| SITREP No: | 4 (FINAL) |
| Date and Time (UTC) of situation report: | 28/12/2023 1532hrs |
| <u>Summary / Update of the incident</u> | |
| Update of the incident | <p>Keep a lookout of the skiffs, ship is still in high risk area.</p> <p>CEO asked to start the ME to proceed to the nearest port.</p> <p>Vessel listing to Stbd.</p> <p>Vessel to sail 1/2 ahead to the nearest port.</p> <p>Class and Ship Repairers to attend when alongside.</p> |
| Information received from: | Captain |
| Number/Details of Casualties: | NIL |
| Damage: | Gradually proceed to Ras Al Hadd for ships repairs. Water still flooding engine room but under control with emergency bilge pumping. |
| Any external assistance required: | Don Jon SMIT |
| Authorities Involved: | Ras Al Hadd MRCC, Class |
| Emergency Services Involved: | Tug assistance not required |
| Response Services Involved: | NIL |
| Company Emergency Response Activities: | Both SG and DBN response centres manned |
| Press Media Coverage | MTI |
| Press Response: | NIL |
| <u>Report Sheet Issued By:</u> | |
| Name: | Felicia Hong |
| Title: | Marine Administrator |
| Contact Details: | 66321384 |

Rajesh Sharma

From: Rajaraman Krishnamoorthy
Sent: Thursday, 28 December 2023 3:46 pm
To: GSH Global Emergencies
Subject: RE: IVS Sparrowhawk - Ship Shore Exercise DRILL DRILL DRILL

To all parties:

Please note that the Master has confirmed that vessel is seaworthy and proceeding to port Ras Al Haad for repairs.

Kind Regards
Capt K. Rajaraman
DPA /CSO/HSEQ MANAGER



Island View Shipping Services
1 Temasek Avenue
#10-02 Millenia Tower
Singapore 039192
☎: +65 6632 1396 📠: +65 9777 1521
rajaramank@ivs-services.com

From: Rajaraman Krishnamoorthy
Sent: Thursday, December 28, 2023 3:24 PM
To: GSH Global Emergencies <globalerc@grindrodshipping.com>
Subject: RE: IVS Sparrowhawk - Ship Shore Exercise DRILL DRILL DRILL

TO: RAS AL HADD port authorities
TO: KANOO

Good day

Please note that as per our telcon , vessel will proceed to anchorage for repairs.

We have appointed owners agent KANOO.

Kind Regards
Capt K. Rajaraman
DPA /CSO/HSEQ MANAGER



Island View Shipping Services
1 Temasek Avenue
#10-02 Millenia Tower
Singapore 039192
☎: +65 6632 1396 📠: +65 9777 1521
rajaramank@ivs-services.com

From: Rajaraman Krishnamoorthy
Sent: Thursday, December 28, 2023 3:12 PM
To: GSH Global Emergencies <globalerc@grindrodshipping.com>
Subject: RE: IVS Sparrowhawk - Ship Shore Exercise DRILL DRILL DRILL

To: Charterers
To: operators
To: crewing department

Emergency Response Initial Report :

| | |
|--|---|
| Ship's Name | IVS SPARROWHAWK |
| IMO number | 9712656 |
| <ul style="list-style-type: none">Date / Time of call from vessel: | 28 Dec 2023/ 1430H SG time |
| Who contacted the Office: | IVS Sparrowhawk Master |
| <ul style="list-style-type: none">Description of Incident: | Apparent missile attack along Persian Gulf underway to Tamatave in way of Engine Room port s water level |
| <ul style="list-style-type: none">Location of incident on board: | Persian Gulf underway to Tamatave |
| <ul style="list-style-type: none">Any injuries / casualties: | Nothing reported yet |
| <ul style="list-style-type: none">Damages: | Nothing reported yet |
| <ul style="list-style-type: none">Date / Time of incident on board: | 28 Dec 2023/ 1430H SG time |

| | |
|--|----------------------|
| | |
| <ul style="list-style-type: none"> • Ship's position: | 22°46.6'N; 060°21.E' |
| <ul style="list-style-type: none"> • Course | |
| <ul style="list-style-type: none"> • Speed | |
| | |
| <ul style="list-style-type: none"> • Cargo On-board and quantity: | Limestone 28,708mt |
| <ul style="list-style-type: none"> • Bunker quantity on board: | |
| <ul style="list-style-type: none"> • Any Oil Spill: | Nothing reported yet |
| <ul style="list-style-type: none"> • Approx Quantity spilt over board: | |
| <ul style="list-style-type: none"> • Next Port and distance | Tamatave |
| | |
| <u>Weather conditions:</u> | |
| <ul style="list-style-type: none"> • Wind: | |

Weather for 24° 59' 41.30" N 057° 44' 01.86" E

Date
28 Dec 2023 - 02 Jan 2024

| Date | 27 Dec | 28 Dec | 29 Dec | 30 Dec |
|---------------------------------------|---------|---------|--------|---------|
| Time | 15:00 | 12:00 | 15:00 | 12:00 |
| Significant Height of Swell Waves (m) | 0.14 | 0.08 | 0.08 | 0.12 |
| Wind Direction | ↗ | → | ↘ | ↖ |
| Wind Speed (kts) | 1.08 | 2.94 | 3.36 | 5.16 |
| Direction of Swell Waves | ↖ | ↘ | ↘ | → |
| Current Speed (kts) | 0.23 | 0.29 | 0.3 | 0.36 |
| Current Direction | ↑ | ↑ | ↑ | ↑ |
| Wind Wave Height (m) | - | 0.06 | - | 0.11 |
| Wind Wave Direction | - | 108.68 | - | 335.18 |
| Air Temperature at 2m | 24.86 | 24.34 | 24.24 | 24.45 |
| Surface Temperature (°C) | 25.87 | 25.94 | 25.91 | 25.83 |
| Air Pressure | 1018.52 | 1014.82 | 1016.1 | 1015.32 |
| Relative Humidity (%) | 56.7 | 61.3 | 63.7 | 57.1 |
| Visibility (km) | 24.13 | 24.13 | 24.14 | 24.13 |
| Total Precipitation (mm) | 0 | 0 | 0 | 0 |
| TotalCloudCoverPercentage | 0.7 | 18.4 | 0 | 0 |

- **Direction :**

- **Speed (Beaufort):**

- **Sea:**

- **Direction**

- **Height (m)**

Reminder: Master/Office to follow the relevant contingency plan

Best Regards,

Joey Baluyot
Ship Manager



Island View Shipping Services

1 Temasek Avenue

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Singapore 039192

☎: +65 66321399 | 📱: +65 97776536

✉: JoeyB@ivs-services.com

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

Rajesh Sharma

From: Rajaraman Krishnamoorthy
Sent: Thursday, 28 December 2023 3:05 pm
To: GSH Global Emergencies
Subject: FW: IVS Sparrowhawk - Ship Shore Exercise DRILL DRILL DRILL

To: ukmto

To: mschoa

To: MRCC Muscat

Emergency Response Initial Report:

| | |
|---|---|
| Ship's Name | IVS SPARROWHAWK |
| IMO number | 9712656 |
| <ul style="list-style-type: none">Date / Time of call from vessel: | 28 Dec 2023/ 1430H SG time |
| Who contacted the Office: | IVS Sparrowhawk Master |
| <ul style="list-style-type: none">Description of Incident: | Apparent missile attack along Persian Gulf underway to Tamatave in way of Engine Room port s water level |
| <ul style="list-style-type: none">Location of incident on board: | Persian Gulf underway to Tamatave |
| <ul style="list-style-type: none">Any injuries / casualties: | Nothing reported yet |
| <ul style="list-style-type: none">Damages: | Nothing reported yet |

| | |
|--|----------------------------|
| <ul style="list-style-type: none"> • Date / Time of incident on board: | 28 Dec 2023/ 1430H SG time |
| | |
| <ul style="list-style-type: none"> • Ship's position: | 22°46.6'N; 060°21.E' |
| <ul style="list-style-type: none"> • Course | |
| <ul style="list-style-type: none"> • Speed | |
| | |
| <ul style="list-style-type: none"> • Cargo On-board and quantity: | Limestone 28,708mt |
| <ul style="list-style-type: none"> • Bunker quantity on board: | |
| <ul style="list-style-type: none"> • Any Oil Spill: | Nothing reported yet |
| <ul style="list-style-type: none"> • Approx Quantity spilt over board: | |
| <ul style="list-style-type: none"> • Next Port and distance | Tamatave |
| | |
| <u>Weather conditions:</u> | |
| <ul style="list-style-type: none"> • Wind: | |

Weather for 24° 59' 41.30" N 057° 44' 01.86" E

Date
28 Dec 2023 - 02 Jan 2024

| Date | 27 Dec | 28 Dec | 29 Dec | 30 Dec |
|---------------------------------------|---------|---------|--------|---------|
| Time | 15:00 | 12:00 | 15:00 | 12:00 |
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| Wind Direction | ↗ | → | ↘ | ↖ |
| Wind Speed (kts) | 1.08 | 2.94 | 3.36 | 5.16 |
| Direction of Swell Waves | ↖ | ↘ | ↘ | ↗ |
| Current Speed (kts) | 0.23 | 0.29 | 0.3 | 0.36 |
| Current Direction | ↑ | ↑ | ↑ | ↑ |
| Wind Wave Height (m) | - | 0.06 | - | 0.11 |
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| Relative Humidity (%) | 56.7 | 61.3 | 63.7 | 57.1 |
| Visibility (km) | 24.13 | 24.13 | 24.14 | 24.13 |
| Total Precipitation (mm) | 0 | 0 | 0 | 0 |
| TotalCloudCoverPercentage | 0.7 | 18.4 | 0 | 0 |

- **Direction :**

- **Speed (Beaufort):**

- **Sea:**

- **Direction**

- **Height (m)**

Reminder: Master/Office to follow the relevant contingency plan

Best Regards,

Joey Baluyot
Ship Manager



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✉: JoeyB@ivs-services.com

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Rajesh Sharma

From: Rajaraman Krishnamoorthy
Sent: Thursday, 28 December 2023 3:08 pm
To: GSH Global Emergencies
Subject: RE: IVS Sparrowhawk - Ship Shore Exercise DRILL DRILL DRILL

To: UK P&I CLUB

To: H&M

To: Donjon Smit

To: SOPEP authorities

Emergency Response Initial Report :

| | |
|---|---|
| Ship's Name | IVS SPARROWHAWK |
| IMO number | 9712656 |
| <ul style="list-style-type: none">Date / Time of call from vessel: | 28 Dec 2023/ 1430H SG time |
| Who contacted the Office: | IVS Sparrowhawk Master |
| <ul style="list-style-type: none">Description of Incident: | Apparent missile attack along Persian Gulf underway to Tamatave in way of Engine Room port side water level |
| <ul style="list-style-type: none">Location of incident on board: | Persian Gulf underway to Tamatave |
| <ul style="list-style-type: none">Any injuries / casualties: | Nothing reported yet |
| <ul style="list-style-type: none">Damages: | Nothing reported yet |

| | |
|--|----------------------------|
| <ul style="list-style-type: none"> • Date / Time of incident on board: | 28 Dec 2023/ 1430H SG time |
| | |
| <ul style="list-style-type: none"> • Ship's position: | 22°46.6'N; 060°21.E' |
| <ul style="list-style-type: none"> • Course | |
| <ul style="list-style-type: none"> • Speed | |
| | |
| <ul style="list-style-type: none"> • Cargo On-board and quantity: | Limestone 28,708mt |
| <ul style="list-style-type: none"> • Bunker quantity on board: | |
| <ul style="list-style-type: none"> • Any Oil Spill: | Nothing reported yet |
| <ul style="list-style-type: none"> • Approx Quantity spilt over board: | |
| <ul style="list-style-type: none"> • Next Port and distance | Tamatave |
| | |
| <u>Weather conditions:</u> | |
| <ul style="list-style-type: none"> • Wind: | |

Weather for 24° 59' 41.30" N 057° 44' 01.86" E

Date
28 Dec 2023 - 02 Jan 2024

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|---------------------------------------|---------|---------|--------|---------|
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| Wind Direction | ↗ | → | ↘ | ↖ |
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| Direction of Swell Waves | ↖ | ↘ | ↘ | ↗ |
| Current Speed (kts) | 0.23 | 0.29 | 0.3 | 0.36 |
| Current Direction | ↑ | ↑ | ↑ | ↑ |
| Wind Wave Height (m) | - | 0.06 | - | 0.11 |
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| Visibility (km) | 24.13 | 24.13 | 24.14 | 24.13 |
| Total Precipitation (mm) | 0 | 0 | 0 | 0 |
| TotalCloudCoverPercentage | 0.7 | 18.4 | 0 | 0 |

- **Direction :**

- **Speed (Beaufort):**

- **Sea:**

- **Direction**

- **Height (m)**

Reminder: Master/Office to follow the relevant contingency plan

Best Regards,

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Rajesh Sharma

From: Rajaraman Krishnamoorthy
Sent: Thursday, 28 December 2023 3:02 pm
To: GSH Global Emergencies
Subject: drill drill drill

To: port authorities Muscat
To: Port authorities Ras al Hadd

Good day

As per telecon , please find initial report.

Water ingress in engine room.

Kindly advise emergency services , towing facilities available .

| | |
|---|---|
| Ship's Name | IVS SPARROWHAWK |
| IMO number | 9712656 |
| <ul style="list-style-type: none">Date / Time of call from vessel: | 28 Dec 2023/ 1430H SG time |
| | |
| Who contacted the Office: | IVS Sparrowhawk Master |
| <ul style="list-style-type: none">Description of Incident: | Apparent missile attack along Persian Gulf underway to Tamatave in way of Engine Room port s water level |
| <ul style="list-style-type: none">Location of incident on board: | Persian Gulf underway to Tamatave |
| <ul style="list-style-type: none">Any injuries / casualties: | Nothing reported yet |

| | |
|--|----------------------------|
| <ul style="list-style-type: none"> • Damages: | Nothing reported yet |
| <ul style="list-style-type: none"> • Date / Time of incident on board: | 28 Dec 2023/ 1430H SG time |
| | |
| <ul style="list-style-type: none"> • Ship's position: | 22°46.6'N; 060°21.E' |
| <ul style="list-style-type: none"> • Course | |
| <ul style="list-style-type: none"> • Speed | |
| | |
| <ul style="list-style-type: none"> • Cargo On-board and quantity: | Limestone 28,708mt |
| <ul style="list-style-type: none"> • Bunker quantity on board: | |
| <ul style="list-style-type: none"> • Any Oil Spill: | Nothing reported yet |
| <ul style="list-style-type: none"> • Approx Quantity spilt over board: | |
| <ul style="list-style-type: none"> • Next Port and distance | Tamatave |
| | |
| <u>Weather conditions:</u> | |
| <ul style="list-style-type: none"> • Wind: | |

Weather for 24° 59' 41.30" N 057° 44' 01.86" E

Date
28 Dec 2023 - 02 Jan 2024

| Date | 27 Dec | 28 Dec | 29 Dec | 30 Dec |
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| Wind Wave Height (m) | - | 0.06 | - | 0.11 |
| Wind Wave Direction | - | 108.68 | - | 335.18 |
| Air Temperature at 2m | 24.86 | 24.34 | 24.24 | 24.45 |
| Surface Temperature (°C) | 25.87 | 25.94 | 25.91 | 25.83 |
| Air Pressure | 1018.52 | 1014.82 | 1016.1 | 1015.32 |
| Relative Humidity (%) | 56.7 | 61.3 | 63.7 | 57.1 |
| Visibility (km) | 24.13 | 24.13 | 24.14 | 24.13 |
| Total Precipitation (mm) | 0 | 0 | 0 | 0 |
| TotalCloudCoverPercentage | 0.7 | 18.4 | 0 | 0 |

- **Direction :**

- **Speed (Beaufort):**

- **Sea:**

- **Direction**

- **Height (m)**

Kind Regards
Capt K. Rajaraman
DPA /CSO/HSEQ MANAGER



Island View Shipping Services

1 Temasek Avenue

#10-02 Millenia Tower

Singapore 039192

☎: +65 6632 1396 📠: +65 9777 1521

rajaramank@ivs-services.com

Rajesh Sharma

From: Henry Dayo
Sent: Thursday, 28 December 2023 3:06 pm
To: GSH Global Emergencies
Subject: DRILL DRILL DRILL - IVS Sparrowhawk - Missile attack along Persian Gulf

DRILLDRILL***DRILL

To : MPA
To : Class NK

Dear Sir,

Subject vessel was reported hit by a missile in way of Engine room Port side along water level, position is 22°46.6'N; 060°21.E'. Damage to the hull was observed with SW ingress of about 50m3/hr. Crew are presently carrying out approach as per contingency plan. Emergency bilge suction was operated and presently SW ingress is controlled.

No pollution was reported.

Vessel is about 35NM from the nearest land.

We will keep you updated on the situation.

Kind Regards,

Henry Dayo
Ship Manager



1 Temasek Avenue #10-02


Millenia Tower

Singapore 039192

☎: +65 9777 8621

✉ henryd@ivs-services.com

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

| | | |
|--|--|---|
|  | HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM | Page 1 of 7 Form : 3.2.3 Date : 17-Nov-2023 Rev : 10.0 App By : BMM |
| | Emergency Drill and Training Report Reporting Forms Manual | |

| | |
|---------------|--|
| Ship's Name : | IVS SPARROWHAWK |
| Date / Time : | 28-DEC-2023 (1630LT-1732LT) |
| Location : | AT SEA |
| Weather : | PARTLY CLOUDY SKIES, GENTLE BREEZE, SMOOTH SEAS, 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

SHIP/Shore Emergency Drill - "BREACH OF HULL AND ENGINE ROOM FLOODING DUE TO MISSILE ATTACK IN GULF OF OMAN"

Record of Events:

1630LT - Master call Emergency Response (24hrs) using VSAT and informed that vessel is ready for the drill.
 1631LT - Whilst vessel's transiting in Gulf of Oman in Position Lat. 22-46.6'N Long. 060-21.5'E heading to Tamatave, Madagascar vessel was hit by missile in port side hull at water level in way of Engine Room.
 1633LT - Master raised the alarm / Master sent the SSAS test to the company. Vessel established MSteam Meeting.
 1635LT - Master informed UKMTO/MRCC via GMDSS
 1637LT - Master broadcast Distress message via VHF.
 1639LT - Master initiates Contingency Response. Crew immediately proceeded to Upper Deck alleyway Muster Station.
 1642LT - Master informed Company and provides initial information regarding the Damage to the vessel.
 1644LT - Engine room team informed the bridge that found puncture near Diesel Oil tank in empty condition.
 1645LT - Engine room team informed the bridge that about 50cbm water flooded in the Engine room.
 1647LT - CNO ordered to the deck team to sounding all the Ballast tanks (WBT, Grey water tank & Bilges).
 1649LT - Engine room team informed the bridge that about 50cbm water contained by using Emergency bilge suction transfer to After peak tank.
 1650LT - Engine room team informed the bridge that small fire was extinguished near to the D.O tank by using portable fire extinguisher.
 1652LT - Engine room team informed the bridge that about 50 % of temporary repaired to the damage/puncture area in the engine room.
 1700LT - Completed soundings in all D.O tanks no changes.
 1702LT - Completed sounding in all Ballast tanks no changes.
 1705LT - CNO calculate damage stability.
 1710LT - CNO pump in FPT full to have a vessel trimmed by the head and 20% WBT 1 and 2 stbd to have list.
 1720LT - Engine room team informed the bridge that temporary repaired in the damaged area completed.
 1725LT - Company informed the vessel to proceed to nearest safe port to repair the vessel.
 1727LT - CNO pump out FPT about 20 %.
 1730LT - Vessel proceeding to Ras al Hadd for emergency repair.
 1732LT - Drill Completed.



STRUCTURAL FAILURE / ASSESSMENT OF HULL DAMAGE

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| | ACTION (NOT NECESSARILY IN ORDER) |
|--------------------------|---|
| <input type="checkbox"/> | Sound general alarm, assemble crew and activate emergency contingency plan. |
| <input type="checkbox"/> | Investigate where structure has failed and is there any ingress of water in any tank or compartment. |
| <input type="checkbox"/> | In circumstances deemed justifiable for sending personnel onto decks that may be frequently awash with green water, at least two personnel should go to investigate. They should wear harnesses that attach them to a lifeline and to each other and should be in constant (radio) communication with the bridge. |
| <input type="checkbox"/> | Inform the company of the incident and related information with master's view and comments. |
| <input type="checkbox"/> | Whether voyage can continue or urgent repair is needed on way to destination port |
| <input type="checkbox"/> | Handle the ship carefully so that the failure may not spread. Consider Slowing down, changing course, de-ballasting, etc. |
| <input type="checkbox"/> | Check all emergency systems are ready for immediate use |
| <input type="checkbox"/> | Check bilge & ballast pumps are lined up ready for immediate use. |
| <input type="checkbox"/> | Refer loading manual/computer in relation with bending moment and shearing force and damage stability. |
| <input type="checkbox"/> | Activate Damage Assessment for stability through office. Send vessel's load condition to office. |
| <input type="checkbox"/> | Prepare life-saving equipment for evacuation if sustained damage is identified or suspected. However, abandonment by spoken orders of the master following assessment of the risk. |
| <input type="checkbox"/> | Contact with a Maritime Rescue Co-ordination Centre (MRCC) in case of any suspicion that the ship is damaged. |
| <input type="checkbox"/> | Send an URGENCY signal and upgrade to DISTRESS if the ship is confirmed as damaged. |
| <input type="checkbox"/> | When a loss of hull integrity is known or suspected, personnel should not be sent onto decks that are being regularly submerged or deeply awash. |
| <input type="checkbox"/> | When a loss of hull integrity is known and ship is in imminent danger, activate ABONDON SHIP contingency. |



STRUCTURAL FAILURE / ASSESSMENT OF HULL DAMAGE

34

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.

Heavy cargo: Heavy cargo such as iron ore, steel product leave large unoccupied space in the cargo holds. In case of flooding, the large volume of water entered in cargo hold rapidly destroy the ship's residual buoyancy, its stability and makes vessel susceptible to structural failure due to increase of weights caused by the influx of water. Heavy cargoes place high loads on the structure, and structural failure is therefore more probable when subjected to the additional forces associated with flooding.

IMSBC Code Group A Cargo: When vessel is loaded with IMSBC Code Group A cargoes which are liable to liquefaction due to moisture, if the moisture content in the cargo is more than its TML or any ingress of water in the hold will turn such cargo rapidly in the liquid form, making vessel more susceptible to structural failure due to sloshing effect of liquid cargo and loss of GM due to free surface effect.

Structure: Deterioration of structure through corrosion, fatigue and damage is identified as a principal factor in the loss of many bulk carriers. Failing to identify such deterioration may lead to sudden and unexpected failure.

Forward flooding: Spaces forward of the collision bulkhead will, in the event of flooding, significantly affect the trim of the ship and reduce freeboard at the bow. In extreme weather condition, ship's ability to resist further escalation of flooding is compromised.

Early assessment: Master should quickly assess damage to their ships by being alert to water ingress and its consequences. The following guidelines are given to assist them in this assessment.

- Unusual motion or attitude of the vessel
- An unusual trim or heel
- Sudden changes of heel or trim will indicate flooding or in smaller ships with lighter cargoes it may indicate cargo shift.
- Jerky lateral motions can be indicative of large-scale sloshing as would be the case if a hold were flooded.
- Slowing of the ship's roll period may indicate excessive water within the hull - a serious threat to stability.
- Increases of water boarding forward decks may indicate flooding of a forward compartment. Trim and freeboard changes are notoriously difficult to assess from an after bridge.

Methods of detection:

- Hatch covers may be dislodged by pressure and/or sloshing from within a hold if flooding occurs through side shell or bulkhead.
- Sudden pressurization of compartments adjoining those that are damaged or flooded will indicate failure of internal subdivision, most notably bulkheads.
- Spaces may be monitored, either using gauging or bilge/water level alarms.
- Visual monitoring from the bridge using binoculars.
- Assessment of trim changes can in certain conditions be detected by noting the level of the horizon, when visible, against a known reference point on the foremast.
- Draught and trim can be assessed using draught gauges.

Investigation: Masters may wish to investigate any suspected water ingress more closely but preparations for evacuating the ship should be made WITHOUT DELAY and concurrent with any investigation. Remote methods of observation are preferable to sending personnel onto decks, particularly in bad weather and/or at night. Deck floodlights should be used if necessary to try and identify abnormalities. Detrimental effects on watchkeepers' night vision are of secondary importance in such circumstances.

Reference: MSC/Circ.1143



FLOODING OF ENGINE ROOM

13

| ACTION TO BE TAKEN (NOT NECESSARILY IN ORDER) | |
|---|--|
| Immediate Action | |
| <input type="checkbox"/> | Sound the general alarm and order all E/R staff to standby the engine room. |
| <input type="checkbox"/> | Commence pumping bilges with bilge pump; activate emergency bilge suction and any other pump that may be linked to the bilge system e.g. general service pump. |
| <input type="checkbox"/> | At sea alter ships course away from danger and to ease the motion of the ship. If safe emergency anchorage available, anchor the vessel A.S.A.P. |
| <input type="checkbox"/> | If ship is in imminent danger of sinking due to loss of buoyancy consider beaching the vessel. |
| <input type="checkbox"/> | Consult current voyage damage stability for flooding of the E/R. |
| <input type="checkbox"/> | If ship is in port call for shore assistance; salvage pumps, divers etc. |
| Communication | |
| <input type="checkbox"/> | Call for assistance if vessel in grave or imminent danger; inform Port Control / VTIS if applicable. |
| <input type="checkbox"/> | Notify Company of the vessel location; extent of flooding; damage; action taken; assistance requested; and authorities advised. THE INFORMATION MUST BE PRECISE to enable the Company to fully assess the situation. |
| SEE OVERLEAF | |
| <input type="checkbox"/> | Establish regular communication schedule with Company and provide situation report. Have pipeline schematic and ER arrangement plans to hand and use them to reference valves etc. |
| <input type="checkbox"/> | Check and close all non essential seawater intake and overboard valves. Check and close all ballast and fresh water tank valves. |
| <input type="checkbox"/> | Check seawater intakes by changing over from low to high intakes and isolating each one individually. |
| <input type="checkbox"/> | To prevent damage, shut down and isolate plant as and when necessary prior to it becoming flooded. |
| <input type="checkbox"/> | Move portable equipment and spares that are likely to be damaged by the water higher up or out of the E/R to protect it. |
| <input type="checkbox"/> | Check emergency generator ready for starting. |
| <input type="checkbox"/> | Every effort must be made to MINIMISE POLLUTION . Pump contaminated water to slop tanks. Consideration should also be given to pumping to cargo tanks in consultation with Unicorn. Keep the local authorities advised of the situation and prevent measures taken. |
| <input type="checkbox"/> | Systematically check for the source of the leak. <ul style="list-style-type: none">• NEVER ASSUME that valves are closed - check and recheck;• Marine growth can obstruct the ships side valves and prevent the seats from seating properly. Opening and closing the valves a number of times may dislodge the growth;• Refer to the schematic drawing and ensure every possible source of the leak has been checked;• Keep the Company fully advised on what has been done and ensure that all parties are referring to the same drawing. |
| <input type="checkbox"/> | Establish source of leak and take appropriate action in consultation with the Company. |
| <input type="checkbox"/> | Save VDR data, following the instructions posted. |



FLOODING OF ENGINE ROOM

13

| CONTINGENCY PLAN FOR FLOODING OF ENGINE ROOM | |
|--|---|
| 1. | <p>Flooding of the engine room can result in a major loss of buoyancy and total loss of propulsion and electrical power. It can occur as follows -:</p> <ul style="list-style-type: none">• Damage to hull plating due to impact e.g. from grounding;• Fractured ships side valve;• Leaking pipeline pressurised by a pump; an open or passing ships side intake valve or overboard valve; a head of water from sea or a ballast or fresh water tank;• Fractured tank bulkhead e.g. afterpeak or sloptank;• Human error e.g. opening a sea strainer or stripping a valve while it is under pressure. |
| 2. | <p>React quickly - Try to establish the source of the leak as soon as possible and shut it off.</p> |
| 3. | <p>If this is not possible try to contain the situation by</p> <ul style="list-style-type: none">• Pumping bilges using as many pumps and the biggest pumps as possible; activate the emergency bilge suction;• Eliminating sources of flooding by closing all non-essential ships side valves and tank valves. Checking cooling water intakes by switching over the seawater intakes. NOTE: If the vessel is underway the main engine should be kept running until the vessel is well clear of any danger;• Commencing a controlled shut down of plant and equipment prior to it becoming damaged by water. Engines or electric motors that have been stopped prior to being flooded are relatively easily cleaned and recommissioned;• Using the cooling water pumping system to pump out the bilge by carefully opening the cover of the seawater strainer ensuring that the line is not pressurised, and allowing the bilge water to cascade into the strainer and be pumped overboard with the cooling water circulating pump. |
| 4. | <p>If underway the vessel should be steered away from any danger or anchored in a safe anchorage as quickly as possible. If safe to do so, alter course to ease the motion the vessel. Heavy rolling will cause heavy surging (waves) of water in the bilges that will damage pipework and fittings, and will extend the height of water damage to the plant.</p> |
| 5. | <p>Establish contact with the Company and provide detailed information on the location, extent of flooding and damage, and what has been done to stop and contain it (reference should be made to pipeline drawings etc). The Company being in a less stressful environment should be able to accurately assess the situation and provide advice to the Master and CEO.</p> |
| 6. | <p>Every effort must be made to minimise pollution. MARPOL Reg 11 provides for oil or oily mixtures to be discharged into the sea for the purpose of securing the safety of the ship or safety of life, provided all reasonable precautions have been taken to minimise the discharge. (Authorities will thoroughly investigate and check that all reasonable precautions were taken - if not, heavy penalties could be imposed.) Keep a log of all events, communications, precautions taken to prevent pollution and any decisions that may have an adverse effect on pollution prevention.</p> |
| 7. | <p>If the bilges were reasonably clean at the time of flooding the oil residues will float to the top of the water and there should be little or no pollution when pumping. When the level of the contaminated water is reached it should be pumped via the oily water separator or to the slop tank(s). Limit the volume of clean water to the slop tank to retain sufficient space for the contaminated water. If there is insufficient slop tank space consideration should be given to pumping slops to empty or partially full cargo tanks, however this should be done in close liaison</p> |



FLOODING OF ENGINE ROOM

13

| | |
|-----|--|
| | with the Company. Keep a lookout for pollution and keep the local authorities advised of the situation. |
| 8. | Systematically and thoroughly check for the source of the leak. NEVER ASSUME that valves are closed, check each and every one and mark them off against the schematic pipeline drawing. Ships side valves can become clogged with marine growth and should be opened and closed a number of times to clear it. This should be routinely done in service to prevent build up of marine growth. To isolate all possible sources of flooding excluding hull damage, it may be necessary to shut down the entire plant except for the emergency generator. This will determine if the side valves are tight. If the water still continues to rise recheck each valve. If the flooding has stopped open valves one at a time while monitoring the water level. Once it starts to rise the last valve that was opened is the likely source of flooding and this should be checked. |
| 9. | Calls to the vessel's mobile and satellite telephones during the emergency may provide a major distraction to the Master, and consideration should be given to posting a dedicated officer on the bridge to handle and filter all communications. |
| 10. | Guidance is provided by the following publication; <ul style="list-style-type: none">• PERIL AT SEA AND SALVAGE<ul style="list-style-type: none">○ Chapter 1 Assistance, including salvage assistance○ Chapter 2 Communications○ Chapter 3 Casualty reports○ Chapter 4 Evaluation of situation○ Chapter 5 Action when ship is disabled but not aground.○ Accidental flooding. |

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

Response time is critical in a real emergency. Actions taken during drills should be as realistic as possible.

Completion of Training (if identified during debriefing):




Crew were encouraged to check the contingency section of the SHEQ System and review the various other emergencies that may occur on board the vessel. Follow Steps provided in Contingency Plan in Structural failure/Assessment of Hull damage, Flooding in Engine room & Security Incident.

CAPT. ELY M. CANARIA
Master's Name/Signature

3NO ERIC DAKINGKING
Deck Officer's Name/Signature



| A SHIP OR PORT AREA DESCRIPTION | | | |
|--|--|--------|---------|
| Date | December 28, 2023 | | |
| Name of Ship | IVS SPARROWHAWK | | |
| Flag | Singapore | | |
| Master | Capt. Ely M. Canaria | | |
| SSO | CNO Paul Warlie Lolito I. Taladro | | |
| Location of ship (Lat & Long) (at sea, at anchor, in port) | At Sea, Lat. 22-46.6N Long. 060-21.5E | | |
| Port Facility Security Officer | N/A | | |
| Number of those involved passengers, crew, other port personnel | 21 | | |
| Reporting Officer | SSO / CNO | | |
| Ship Operation (loading/discharging cargo, bunkering, awaiting pilot etc.) | Laden | | |
| Port area description (If relevant) | Gulf of Oman | | |
| Date, time and place if incident | 28 December 2023, 1630LT, Gulf of Oman | | |
| B BRIEF DESCRIPTION OF INCIDENT OR THREAT: | | | |
| DRILL DRILL DRILL Vessel loaded with limestone cargo while transiting Gulf of Oman going to Tamatave a missile from unknown source hit the port side hull at water level in way of engine room. Breach of security, breach of hull and Engine room flooding. | | | |
| C NUMBER OF ALLEGED OFFENDERS | | | |
| Crew | Unknown | Other | Unknown |
| D NAMES, NATIONALITY AND DOB/POB DETAILS OF ALLEGED OFFENDERS (IF POSSIBLE) | | | |
| Unknown | | | |
| E NUMBER OF ALLEGED VICTIMS | | | |
| Crew | None | Other | |
| F NATURES AND SEVERITY OF INJURY SUSTAINED | | | |
| Name | None | Injury | |
| Name | None | Injury | |
| Name | None | Injury | |
| G TYPES OF DANGEROUS SUBSTANCES/DEVICES/WEAPONS USED (GUNS, EXPLOSIVES, KNIVES ETC) | | | |
| Explosive Missile | | | |
| H HOW WERE THE SECURITY MEASURES CIRCUMVENTED? METHOD USED TO INTRODUCE DANGEROUS SUBSTANCES OR DEVICES INTO THE PORT FACILITY OR SHIP | | | |

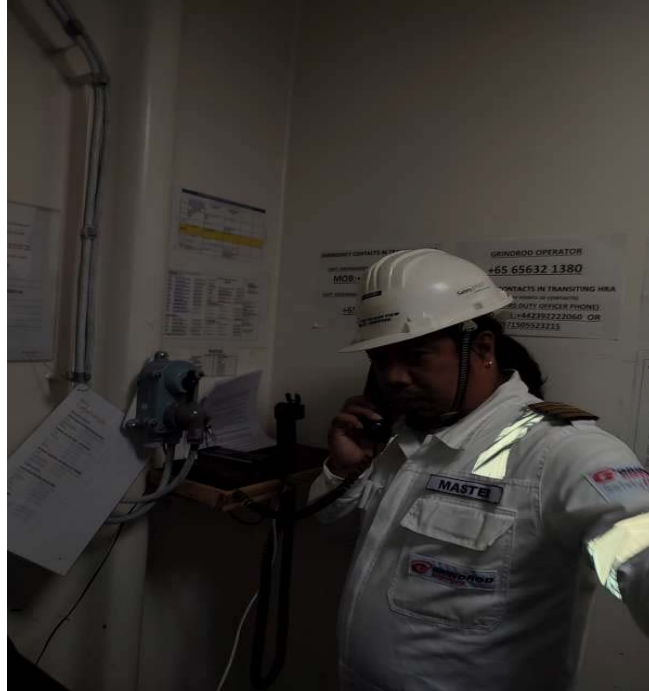
| | | |
|--|--|---|
|  | HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM | Form: 3. SSP APPX 6.2 Page: 2 of 2 Date: 17-Nov-2023 Rev No. 10.0 Appr: BMM |
| | 3. SPP Appendix 6.2 SHIP SECURITY PLAN REPORT ON SECURITY INDICENT AND BREACHES OF SECURITY | <i>Reporting Forms Manual</i> |

| | |
|--|---|
| Missile attack in Gulf of Oman coming from unknown location. | |
| Persons | NIL |
| Baggage | NIL |
| Cargo | NIL |
| Ship Stores | NIL |
| Other | Missile from nowhere |
| Where were the devices/items described concealed? | At shore of which cannot be determine |
| How were the items described used and where? | Item describe as explosive missile, it can destroy life, property and any kind of object. |
| I | ACTION TAKEN |
| DRILL DRILL DRILL Followed as per company contingency plans. Repaired puncture/damage of hull at engine room to prevent flooding and ingress of water on Engine room. Report to Office, sent GDMDS Distress signal to UKMTO/nearby station for their awareness and sent SSAS to Company/Flagstate. | |
| J | SUBSEQUENT ACTION |
| Engine bilge water transfer to after peak tank and then . Pump in ballast to forepeak tank to put vessel trim by the head. Continue repair by welding on damage portion of hull Continue communication with the office as per their recommendations. | |
| K | WHAT MEASURES ARE RECOMMENDED TO PREVENT RECURRENCE OF A SIMILAR EVENT? |
| Properly monitoring navigational warnings, industry guidelines and safety broadcast from GMDSS radios, vessel must have to limit the trading along the Gulf of Oman when tensions of war threat is in high chances. | |
| Reported To: (as required) | Singapore MPA |
| CSO | K. Rajaraman |
| Company | IVSS fleet |
| Local Authorities | UKMTO, MRCC |
| CSO | Date 28 Dec 2023 |
| Appropriate authorities informed by CSO (Upon receipt of a security incident report, the CSO files a written report of said incident, to the appropriate authorities.) | |

28 DEC 2023 SHIP/SHORE EMERGENCY DRILL

CALL EMERGENCY RESPONSE (24 H) INFORMED BY MASTER THAT VESSEL WAS HIT BY MISSILE IN THE PORT SIDE HULL AT WATER LEVEL IN WAY TO ENGINE ROOM WHILE VESSEL TRANSITING GULF OF OMAN TO TAMATAVE.

(VIA COMPANY 24HRS EMERGENCY HOTLINE)

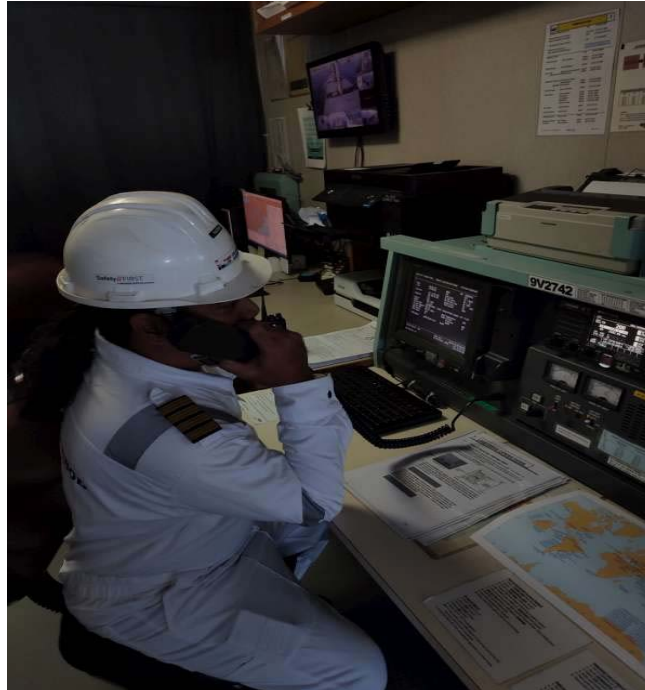


MASTER ACTIVATED SSAS



28 DEC 2023 SHIP/SHORE EMERGENCY DRILL

MASTER TO MRCC BY GMDSS



MASTER ESTABLISHED COMMUNICATION WITH CSO & COMPANY EMERGENCY TEAM THRU MS VIDEO DURING THE MISSILE ATTACK



28 DEC 2023 SHIP/SHORE EMERGENCY DRILL

MASTER INSTRUCT BOTH ENGINE & DECK DEPARTMENT TO ASSIST THE SITUATION & PROCEED AS PER COMPANY CONTINGENCY PLAN



MASTER BROADCAST DISTRESS MESSAGE VIA VHF



28 DEC 2023 SHIP/SHORE EMERGENCY DRILL

OOW IN CONSTANT COMMUNICATION WITH CSO & COMPANY EMERGENCY TEAM THRU MS VIDEO DURING MISSILE ATTACK



TARGET LIST IN THE VICINITY

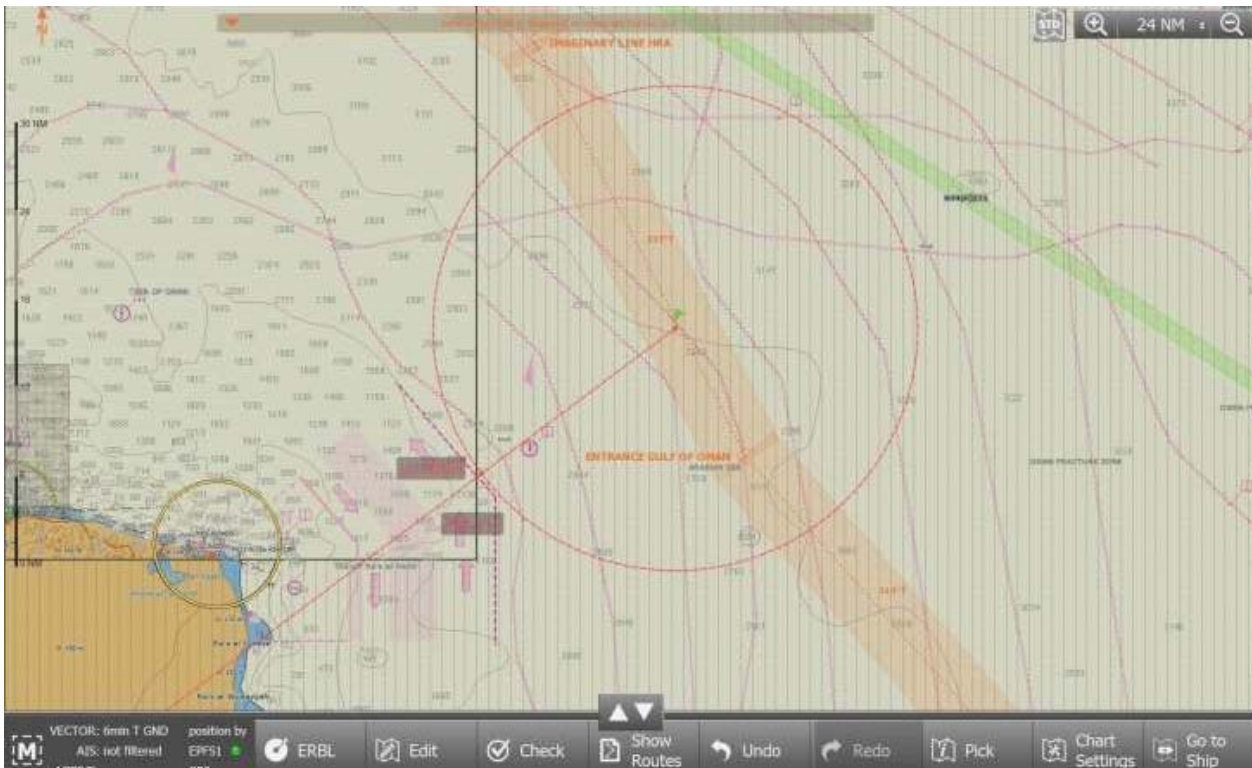


28 DEC 2023 SHIP/SHORE EMERGENCY DRILL

CCTV FOOTAGE DURING MISSILE ATTACK



ECDIS SCREENSHOT OF VESSEL POSITION DURING MISSILE ATTACK



28 DEC 2023 SHIP/SHORE EMERGENCY DRILL

ALL CREW WHO ARE NOT MEMBER OF THE BRIDGE TEAM ASSEMBLED IN UPPER DECK



SOUNDING OF TANKS (FOT/DOT/ WBT & BILGES)



28 DEC 2023 SHIP/SHORE EMERGENCY DRILL



28 DEC 2023 SHIP/SHORE EMERGENCY DRILL



CNO CALCULATE VESSEL STABILITY



28 DEC 2023 SHIP/SHORE EMERGENCY DRILL

EXTINGUISHED THE SMALL FIRE



TEMPORARY REPAIR OF THE DAMAGE AREA



28 DEC 2023 SHIP/SHORE EMERGENCY DRILL

OPENING THE EMERGENCY BILGE SUCTION VALVE



OPENING THE EMERGENCY BILGE SUCTION VALVE

