



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

MEMORANDUM

To: General Manager

My Ref:

From: Brett McElligott

Date: 15 Dec 2022

Good day Quentin

**EMERGENCY RESPONSE CENTRE EXERCISE REPORT: 15 Dec 2022 @ 1630 hrs
“Excessive List”**

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 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

Rajesh/Marine Supt.	– Incident Manager
Raja/DPA	- Incident coordinator
Denver/Ship Manager	- Technical support
Brendon/Ship Manager	– Technical support
Felicia	– ERC Support
Patricia	- Record events
Rennie/Project as moderator	

Master of IVS Kinglet

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, 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 be set up for emergency response using MS Teams. The video conference shall be treated equivalent to the emergency response centre.
- Debriefing shall be held in ship and office after the exercise. During this debriefing, participants shall discuss the response and identify areas that were well handled, opportunities for improvement, and suggested action items.
- The Master shall follow-up this exercise with a debriefing and evaluation, involving all the exercise participants.

4. Scenario Summary – Exercise “Excessive List”

IVS Kinglet on voyage from Bengkulu, Indonesia to Osaka, Japan loaded with Nickel Ore. OOW notices vessel listing to starboard and finally vessel stops listing at 9 degree to starboard side. OOW inform Master and sounds general alarms for emergency mustering of the crew and announces, ‘severe list 9 degree to starboard’. All crew mustered, head count taken, none was reported missing.

Master called office using 24 hrs telephone number to inform vessel listing 9 degree to starboard. All tanks and cargo hold bilges were sounded. No change of soundings except cargo holds no. 4 & 5 reported unusual sounding mixed with cargo. Cargo holds No. 1, 2 & 3 shows some increase in the liquid content in the bilges. Vessel heading was altered to ease the ship’s motion and reduce speed to reduce vibrations.

It was suspected that vessel was listed due to free surface effect caused by the liquefaction of the Nickel Ore. Master checked the certificates of the Cargo the TML and actual moisture content which were in close range.

It was assessed that vessel had gone to Angle of Loll due to loss of GM caused by free surface effect of the liquid cargo.

Master to update the ship condition – Cargo/ballast/FW/bunker stowage and kept ready if required by office.

Ship

Master to initiate drill as above and call office.

To keep the ship condition – cargo, ballast, bunkers on board ready.

Pumping out water from the bilges of cargo holds No. 1, 2, 3, 4 & 5.

Conduct the drill using contingency plan ‘Severe List’ and update office on the situation based on the above scenario.

Office

After Master's telephone call received by duty person/DPA, he informs to Marine Supt. for informing to Marine Manager and to response team members. DPA sets up the Response Team using Microsoft Teams Meeting with response team members.

Communication to be kept with the Master 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.

Decision is to be take vessel ship to nearest port.

5. Sequence of Events

Singapore timings.

15/12/2022 16:30 Singapore Time	<u>Event Details</u>	<u>Action</u>
16:38	Call from Master stating vessel listing 9 deg to stbd	Capt
16:45	Informed Hilton of situation	RS
16:50	Get 2 nd opinion from ClassNK	BG
16:50	Extract stability report from share point	BG
16:51	Instruct Sounding of ballast	RS
16:54	Media holding statement	RK
16:57	Manuals drawings opened where required	BG
16:58	Discussing salvage	HD/RK
16:59	Inform P&I	HD
17:00	Initial report out	FH
17:00	Email out to hull insurance and P&I	HD
17:02	Call to port agent	HD
17:03	Nearest port is Osaka, to pump out the water from the cargo holds with liquified cargo, adjust course and speed to minimize vibrations	Capt.
17:04	Sending message to ClassNK	BG
17:07	Situation under control, soundings in progress, will update shortly.	Capt.
17:08	Message to Flag Marshall island	RK
17:10	Advising Class on situation	BG
17:11	Inform Master to save VDR data	RK
17:12	Informed 1.5 swell meters no wind	RS
17:13	Message to Master on liquefaction of the Nickel Ore etc. (shore preparations assistance)	RK
17:18	Message to Charterers, crewing and owners	RS
17:19	Final call to the ship to check if all under control	RK
17:20	End of drill	

6. Conclusion

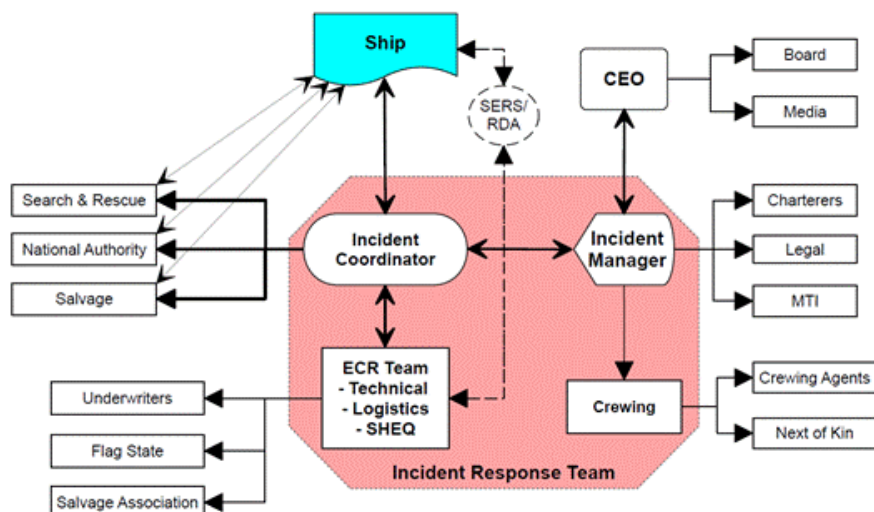
Drill was discussed and following areas were identified for improvement.

S.No.	Description	Target completion date	Responsibility	Completion date
1.	Master was unable to contact office in time due to dialing '0' after country code (65). When no call was received from Master at assigned timing, office contacted Master and he was explained not to dial '0' after country code. '0' is to be removed from the 24 hrs contact number.	15 th Jan 2023	Brett	
2.	The docking station provided in the wheelhouse was not working. Master was unable to use his Laptop from the bridge.	31 st Jan 2023	IT Support/ Ship Managers	
3.	Ship followed only Contingency Plan No. 12 Listing, Contingency Plan No. 48 Cargo Liquefaction was not referred.	15 th Jan 2023	Master of each vessel	
4.	IT should have been called to be part of the response team	Next drill	ERC Team	
5.	Damage stability information was incorrectly sent to ship and Class. There was no damage to vessel.	Next drill	ERC Team	

Refer attached
Initial report & SITREP
External Party Notification
Messages from vessel

Duties and event description

Friday, 19 January 2018 10:27



Function	Name of Person
Incident Manager	RAJESH
Incident Coordinator	RAJARAMAN
Technical Support	HENRY
Marine Support	
Resource support	BRENDON
Logistics Support	MIKE
Event support	PATRICIA

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

Re 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 : DRILL DRILL DRILL

Ship's Name	IVS KINGLET
IMO number	9459149
•Date / Time of call from vessel:	15 dec 2022 / 1638
Who contacted the Office:	master
•Description of Incident:	Vessel listing 9 deg to stbd
•Location of incident on board:	deck
•Any injuries / casualties:	nil
•Damages:	nil
•Date / Time of incident on board:	15 dec 2022 / 1630 SGT
•Ship's position:	PSN - 31-30.5N 135-01.0E
•Course	345
•Speed	9.2 KTS
•Cargo On-board and quantity:	Nichel ore / 22000mt
•Bunker quantity on board:	
•Any Oil Spill:	nil
•Approx Quantity spilt over board:	nil
•Next Port and distance	Osaka / Japan - 100 miles
<u>Weather conditions:</u>	
•Wind:	WEATHER - WIND NE3; SEA NE2; SWELL ENE 1.5 MTR
•Direction :	
•Speed (Beaufort):	
•Sea:	
•Direction	
•Height (m)	

Reminder: Master/Office to follow the relevant contingency plan

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



FOLLOW UP SITUATION REPORT

Ship Name:	IVS KINGLET
SITREP No:	1
Date and Time (UTC) of situation report:	15 dec / 1638hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Liquefaction of cargo
Information received from:	Capt. Oleksii Chulkov
Number/Details of Casualties:	NIL
Damage:	listing to 9deg Stbd side
Any external assistance required:	NIL
Authorities Involved:	P&I H&M
Emergency Services Involved:	Salvage Company
Response Services Involved:	Local Agent in communication
Company Emergency Response Activities:	Response team in SG and Durban office
Press Media Coverage	MIT Informed
Press Response:	NIL
<u>Report Sheet Issued By:</u>	
Name:	RAJESH
Title:	DPA
Contact Details:	



FOLLOW UP SITUATION REPORT

Ship Name:	IVS KINGLET
SITREP No:	2
Date and Time (UTC) of situation report:	15 dec / 1638hrs
<u>Summary / Update of the incident</u>	
Update of the incident	All parties informed
Information received from:	Capt. Oleksii Chulkov
Number/Details of Casualties:	NIL
Damage:	NIL
Any external assistance required:	INFORMED SALVAGE COMPANY
Authorities Involved:	Flag State, Coastal state
Emergency Services Involved:	Liquefaction of Nickel Ore
Response Services Involved:	ClassNK for stability calculation, Salvage company, P&I Club, Hull Insurance
Company Emergency Response Activities:	Response team activated on MS Team, Master advised to reduce vibrations by adjusting course and speed, pump out water from the cargo holds with liquified cargo, save VDR data
Press Media Coverage	MTI
Press Response:	NIL
<u>Report Sheet Issued By:</u>	
Name:	RAJESH
Title:	DPA
Contact Details:	



FOLLOW UP SITUATION REPORT

Ship Name:	
SITREP No:	
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:	

Event Media Holding Statement Example

Friday, 15 July 2022 4:54 pm

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

Media Holding Statement

To be released once approved by Grindrod Shipping Senior Management

IVS KINGLET
VESSEL CARRYING NICHEL ORE CARGO AND IS LISTING 9 DEGREE TO STBD
NEAREST PORT- OSAKA JAPAN
DATE/ TIME OF INCIDENT - 15 DEC / 1630 LT

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: Rajaraman Krishnamoorthy - GSM SG
Sent: Thursday, 15 December 2022 5:19 pm
To: GSH Global Emergencies
Subject: FW: DRILL DRILL DRILL - M.V IVS KINGLET - DRILL DRILL DRILL - INITIAL REPORT
Attachments: Re Initial Report.one

To :
Charterers
IVS OPERATORS
CREWING DEPARTMENT
AGENTS

Good day

Please note that vessel IVS KINGLET HAS DEVELOPED 9 DEGREE LIST .
Please find attached initial report from Master

Capt K. Rajaraman

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

Rajesh Sharma - GSH SG

From: Rajaraman Krishnamoorthy - GSM SG
Sent: Thursday, 15 December 2022 5:16 pm
To: GSH Global Emergencies
Subject: FW: DRILL DRILL DRILL - M.V IVS KINGLET - DRILL DRILL DRILL - INITIAL REPORT
Attachments: Re Initial Report.one

To : COASTAL STATE

Good day

Please note that vessel IVS KINGLET HAS DEVELOPED 9 DEGREE LIST .
Please find attached initial report from Master

Capt K. Rajaraman

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

☎: +65 6323 0048 | 📞: +65 9777 1521

✉ technical@grindrodshipman.com

Rajesh Sharma - GSH SG

From: Rajaraman Krishnamoorthy - GSM SG
Sent: Thursday, 15 December 2022 5:12 pm
To: GSH Global Emergencies
Cc: Rajesh Sharma - GSH SG
Subject: RE: DRILL DRILL DRILL - M.V IVS KINGLET - DRILL DRILL DRILL - INITIAL REPORT
Attachments: Re Initial Report.one

To : Marshall islands

Good day

Please note that vessel IVS KINGLET HAS DEVELOPED 9 DEGREE LIST .
Please find attached initial report from Master

Capt K. Rajaraman

Capt K. Rajaraman
DPA/CSO/SHEQ Manager
Grindrod Ship Management, A Division Of Grindrod Shipping Pte. Ltd.

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Southpoint, Singapore 089763

☎: +65 6323 0048 | 📞: +65 9777 1521

✉ technical@grindrodshipman.com

Rajesh Sharma - GSH SG

From: Brendon George - GSM DBN
Sent: Thursday, 15 December 2022 5:13 pm
To: GSH Global Emergencies
Cc: Grindrod Ship Management - Technical; Rajaraman Krishnamoorthy - GSM SG; IVS KINGLET - MASTER (O365); Rajesh Sharma - GSH SG; IVS KINGLET - CEO (O365)
Subject: THIS IS A DRILL INITIAL MSG
Attachments: K-12 DAMAGE STABILITY CALCULATION (REQUIRED BY CHAPT. 31 A).pdf

Good day class,

Please be advised IVS Kinglet has reported an incident where the Cargo (Nickle Ore) has liquified resulting in a 9 deg list. We are currently dealing with the situation and would appreciate any advice. Attached Stability calc for your ref.

Please c

Rgds

Brendon George
Ship Manager
Cell number +27 636910947
Office number +27 31302 7217
E mail : BrendonG@grindrodshipman.com

From: IVS KINGLET - Master <ivskinglet.master@grindrodfleet.com>
Sent: Thursday, December 15, 2022 11:01 AM
To: Rajesh Sharma - GSH SG <RajeshS@grindrodshipping.com>; IVS KINGLET - CEO (O365) <ivskinglet.ceo@grindrodfleet.com>
Cc: Grindrod Ship Management - Technical <Technical@grindrodshipman.com>; Rajaraman Krishnamoorthy - GSM SG <RajaramanK@grindrodshipman.com>
Subject: THIS IS A DRILL INITIAL MSG

THIS IS A DRILL

A/ PSN - 31-30.5N 135-01.0E
B/ DESTINATION OSAKA JAPAN
B/ SPD - 9.2 KN
C/ COURSE - 345 DEG
D/ WEATHER - WIND NE3; SEA NE2; SWELL ENE 1.5 MTR
E/ CARGO: NICKEL ORE 22000 MT
F/ EVENT: LIST 9 DEG STBD DUE TO LIQUEFACTION OF CARGO
G / NO INJURIES

Kind regards

Capt. Oleksii Chulkov
Master: "IVS Kinglet"
VSat 1 (Bridge) : +65 3158 7993
VSat 2 (Master) : +65 3158 7924

FBB (Bridge) : + 870 773 930 969

Inm-C (tlx) : 456611110

Email: ivsinglet.master@grindrodfleet.com

Rajesh Sharma - GSH SG

From: Henry Dayo - GSM SG
Sent: Thursday, 15 December 2022 5:01 pm
To: GSH Global Emergencies
Subject: THIS IS A DRILL - IVS KINGLET LISTING 9DEG TO STBD SIDE

THIS IS A DRILL *** THIS IS A DRILL

To : P&I Club
To : Hull Insurance

This is to inform you the IVS Kinglet has reported vessel is listing 9deg to Stbd side. Investigation is in progress and to provide update later.

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 86830312 | 📞: +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).

Rajesh Sharma - GSH SG

From: Henry Dayo - GSM SG
Sent: Thursday, 15 December 2022 5:08 pm
To: GSH Global Emergencies
Subject: THIS IS A DRILL IVS KINGLET LISTING 9DEG TO STBD SIDE

THIS IS A DRILL *** THIS IS A DRILL

To : Osaka Agent

Good day>

Our vessel IVS Kinglet reported listing to 9deg Stbd side and presently under investigation. Please can you check if you can find /recommend nearest Salvage Company to assist the vessel.

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 86830312 | 📞: +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).

Rajesh Sharma - GSH SG

From: IVS KINGLET - Master <ivskinglet.master@grindrodfleet.com>
Sent: Thursday, 15 December 2022 5:01 pm
To: Rajesh Sharma - GSH SG; IVS KINGLET - CEO (O365)
Cc: Grindrod Ship Management - Technical; Rajaraman Krishnamoorthy - GSM SG
Subject: THIS IS A DRILL INITIAL MSG

THIS IS A DRILL

A/ PSN - 31-30.5N 135-01.0E
B/ DESTINATION OSAKA JAPAN
B/ SPD - 9.2 KN
C/ COURSE - 345 DEG
D/ WEATHER - WIND NE3; SEA NE2; SWELL ENE 1.5 MTR
E/ CARGO: NICKEL ORE 22000 MT
F/ EVENT: LIST 9 DEG STBD DUE TO LIQUEFACTION OF CARGO
G / NO INJURIES

Kind regards

[Capt. Oleksii Chulkov](#)

Master: "IVS Kinglet"

VSat 1 (Bridge) : +65 3158 7993

VSat 2 (Master) : +65 3158 7924

FBB (Bridge) : + 870 773 930 969

Inm-C (tlx) : 456611110

Email: ivskinglet.master@grindrodfleet.com

Rajesh Sharma - GSH SG

From: IVS KINGLET - Master <ivskinglet.master@grindrod fleet.com>
Sent: Thursday, 15 December 2022 5:45 pm
To: Rajaraman Krishnamoorthy - GSM SG; Rajesh Sharma - GSH SG; IVS KINGLET - CEO (O365)
Cc: Grindrod Ship Management - Technical; GSH Global Emergencies
Subject: THIS IS A DRILL MSG 3
Attachments: FINAL CONDITION Drill drill drill - Filled up tanks.pdf

A/ PSN - 31-35.5N 135-7.1E
B/ DESTINATION OSAKA
C/ SPD - 9.7 KN
D/ COURSE - 345 DEG
E/ WEATHER - WIND NE3; SEA NE2; SWELL ENE 1.5 MTR
F/ CARGO: NICKEL ORE 22000 MT
G/ EVENT: **NO LIST, SITUATION IS UNDER CONTROL. GM – 5.71 M**
H / NO INJURIES
I / ACTION TAKEN:
-PUMPED OUT THE WATER FROM BILGES WELLS CH 1,2,3.
-CHANGE COURSE TO 345 DEG.
-SVDR DATA SAVED
-PRESSED UP WBT 3 P& S, 5 P& S, FPT TO INCREASE GM 5.71 M
-ALL ENGINE MACHINERIES WORKING CONDITION
-ENGINE IN MANOUVERIG FULL AHEAD

Kind regards

[Capt. Oleksii Chulkov](#)

Master: "IVS Kinglet"

VSat 1 (Bridge) : +65 3158 7993

VSat 2 (Master) : +65 3158 7924

FBB (Bridge) : + 870 773 930 969

Inm-C (tlx) : 456611110

Email: ivskinglet.master@grindrod fleet.com

From: IVS KINGLET - Master
Sent: Thursday, 15 December 2022 9:38 AM
To: Rajaraman Krishnamoorthy - GSM SG <RajaramanK@grindrodshipman.com>; Rajesh Sharma - GSH SG <RajeshS@grindrodshipping.com>; IVS KINGLET - CEO <ivskinglet.ceo@grindrod fleet.com>
Cc: Grindrod Ship Management - Technical <Technical@grindrodshipman.com>; GSH Global Emergencies <globalerc@grinship.global>
Subject: THIS IS A DRILL MSG 2

A/ PSN - 31-32.5N 135-03.0E
B/ DESTINATION OSAKA
C/ SPD - 9.1 KN
D/ COURSE - 350 DEG
E/ WEATHER - WIND NE3; SEA NE2; SWELL ENE 1.5 MTR

F/ CARGO: NICKEL ORE 22000 MT
G/ EVENT: Cargo holds NO. 1,2 & 3 shows increase in the liquid content of bilges.
H / NO INJURIES
I / ACTION TAKEN:
-PUMPING OUT THE WATER FROM BILGES WELLS CH 1,2,3. – IN PROGRESS
-CHANGE COURSE TO 350 DEG TO REDUCE WEATHER EFFECT.
-SVDR DATA SAVE
-PRESSED UP WBT 3 P& S, 5 P& S, FPT TO INCREASE GM - IN PROGRESS
-ALL ENGINE MACHINERIES WORKING CONDITION
-ENGINE IN MANOUVERIG MODE FULL AHEAD

Kind regards

Capt. Oleksii Chulkov

Master: "IVS Kinglet"

VSat 1 (Bridge) : +65 3158 7993

VSat 2 (Master) : +65 3158 7924

FBB (Bridge) : + 870 773 930 969

Inm-C (tlx) : 456611110

Email: ivskinglet.master@grindrodfleet.com

From: Rajaraman Krishnamoorthy - GSM SG <RajaramanK@grindrodshipman.com>

Sent: Thursday, 15 December 2022 9:15 AM

To: IVS KINGLET - Master <ivskinglet.master@grindrodfleet.com>; Rajesh Sharma - GSH SG <RajeshS@grindrodshipping.com>; IVS KINGLET - CEO <ivskinglet.ceo@grindrodfleet.com>

Cc: Grindrod Ship Management - Technical <Technical@grindrodshipman.com>; GSH Global Emergencies <globalerc@grinship.global>

Subject: RE: THIS IS A DRILL INITIAL MSG

Dear Master

- Save VDR data
- Please advise holds containing liquefied cargo
- Reduce free surface effect . Press up slack tanks
- Please advise status of engine room machineries
- Keep pumping out bilges

Advise if situation is under control.

Meanwhile we are contacting the salvage company.

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

From: IVS KINGLET - Master <ivskinglet.master@grindrodfleet.com>

Sent: Thursday, 15 December 2022 5:01 pm

To: Rajesh Sharma - GSH SG <RajeshS@grindrodshipping.com>; IVS KINGLET - CEO (O365) <ivskinglet.ceo@grindrodfleet.com>

Cc: Grindrod Ship Management - Technical <Technical@grindrodshipman.com>; Rajaraman Krishnamoorthy - GSM SG <RajaramanK@grindrodshipman.com>

Subject: THIS IS A DRILL INITIAL MSG

THIS IS A DRILL

A/ PSN - 31-30.5N 135-01.0E

B/ DESTINATION OSAKA JAPAN

B/ SPD - 9.2 KN

C/ COURSE - 345 DEG

D/ WEATHER - WIND NE3; SEA NE2; SWELL ENE 1.5 MTR

E/ CARGO: NICKEL ORE 22000 MT

F/ EVENT: LIST 9 DEG STBD DUE TO LIQUEFACTION OF CARGO

G / NO INJURIES

Kind regards

Capt. Oleksii Chulkov

Master: "IVS Kinglet"

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FBB (Bridge) : + 870 773 930 969

Inm-C (tlx) : 456611110

Email: ivskinglet.master@grindrodfleet.com

Grindrod IT : PDF documents are flagged as possible threats. This could be a malicious attachment. Please exercise vigilance.



Ship's Name :	IVS KINGLET
Date / Time :	15 DECEMBER 2022 / 1025H-1150H SHIPS LT / 1625H-1750H SG LT
Location :	SHIP: RICHARDS BAY, S.A / SCENARIO: ENROUTE TO OSAKA, JAPAN
Weather :	CLOUDY SKIES, FRESH BREEZE, MODERATE SEAS

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

EXCESSIVE LIST (SEVERE LIST/CARGO SHIFT)

Record of Events:

1025H – While vessel is underway from Bengkulu, Indonesia to Osaka, Japan loaded with Nickel Ore. OOW notices vessel listing to starboard and finally vessel stops listing at 9 degrees to starboard.

1027H – OOW informed the Master and then General alarm was sounded followed by P.A. announcement “This is a drill, Severe List 9 degrees to starboard. This is a drill”

1029H – Mustering carried out. CNO confirmed that all crew were accounted.

1030H – Master called office using 24 hours telephone number to inform that vessel is listing 9 degrees to Starboard. Master also advised owners, agent and charterers to call for assistance in case of grave or Imminent danger. **Contingency Plan No. 12** (Severe List/ Cargo Shift) Activated.

1035H – Master instructed CNO to established caused of list and sound all tanks and hold bilges.

1101H – Master E-mailed Initial Report to office.

1105H – All tanks and hold bilges were sounded. No change of sounding except cargo holds no. 4 & 5. Cargo holds NO. 1,2 & 3 shows some increase in the liquid content of bilges and reported unusual sounding mixed with cargo

1106H – CNO reported that he suspects that vessel was listed due to free surface effect caused by the Liquefaction of the Nickel Ore in C.H. 1,2 & 3. CNO calculate stability.

1108H – Master checked the certificates of the Cargo the TML and actual moister content which were in close range. It was assessed that vessel had gone to Angle of Loll due to loss of GM caused by free surface effect of the liquid cargo.

1110H – Master and CNO updated the ship's condition and reported/call to office. In conjunction with Owners decide on action to stop increase in list and to correct the list.

1115H – Received advise from office to: Save VDR data, advise holds containing liquefied cargo, Reduce free surface effect. Press up slack tanks, advise status of engine room machineries, Keep pumping out bilges and advise if situation is under control.

1117H – Master together with CNO made every effort to minimise free surface effect by pumping out water from bilges wells C.H. 1. 2 & 3 one at a time.

1138H – Master reported to office Ship's information, advised holds 1,2 & 3 shows increase in the liquid content of bilges, and actions taken such as: effect by pumping out water from bilges wells C.H. 1. 2 & 3, Change course to 350 Deg to reduce weather effect, Saved VDR data, Pressed up WBT 3P & S, 5P & S, FPT to increase GM (In Progress), Advised Engine Machineries working condition and Engine in manoeuvring Full Ahead.

1144H – CNO reported that list is corrected, Vessel is now stable. And gave computed Ship's condition.

1145H – Master reported to office Ship's information, Advise **NO LIST, SITUATION IS UNDER CONTROL. GM – 5.71 M**, Pumped out water from bilges wells C.H. 1. 2 & 3, Change course to 345 Deg., Saved VDR data, Pressed up WBT 3P & S, 5P & S, FPT to increase GM 5.71, Advised Engine Machineries working condition and Engine in manoeuvring Full Ahead. Master

also attached **Ship's final Condition** (Cargo/ballast/FW/bunker stowage).
1150H – Master Announced to All crew and all other Parties that Drill is Successfully Completed.

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

Master leads debriefing. Point out actions to be improved. Explained to all crew the effect of GM in Ship's stability and the reason of liquification of Nickel ore. Cno added additional information. Questions asked by the crew for better familiarisation. Finally, Master Discussed safety of the said operation and congratulate all crew for a job well done.

Completion of Training (if identified during debriefing):

Drill completed as per **Contingency Plan No. 12 (SEVERE LIST/CARGO SHIFT)**



CAPT. CHULKOV, OLEKSII
Master's Name/Signature

MV IVS KINGLET	
IMO NO	: 9459149
POR	: MAJURO
GRT	: 21,483
NRT	: 10,828
HP	: 6550KW



3NO PEREZ, JESUS EMMANUEL
Deck Officer's Name/Signature

Ship : IVS KINGLET Condition : Drill drill drill - Filled up tanks

++ Loading Information

Item	Kind	S.F. Den.	Weight (ton)	Fill (%)	Mid.G (m)	KG (m)	TCG (m)	M'tI (t*m)
Light Weight			8352.0		7.49	9.82	0.00	0
D.W.Constants Consumption			250.0 0.0		10.00 0.00	8.73 0.00	0.00 0.00	0 0
F.W.T. (P)		1.00000	61.0	21	80.30	9.44	-8.17	148
D.W.T. (S)		1.00000	196.6	100	82.16	11.97	8.67	0
DIST.W.T (S)		1.00000	85.0	92	78.33	11.36	9.26	90
F.W. Total		(MT/m3)	342.6		80.88	11.37	5.82	238
No.1 F.O.T. (P)		0.98000	268.0	75	-61.35	2.73	-3.77	1058
No.1 F.O.T. (S)		0.98000	153.0	43	-61.35	2.37	3.77	1058
No.2 F.O.T. (P)		0.98000	5.0	2	46.68	1.94	-3.80	1097
No.2 F.O.T. (S)		0.98000	22.0	7	46.92	2.00	3.77	1105
F.O. Total		(MT/m3)	448.0		-54.83	2.56	-0.83	4317
D.O.T. (P)		0.90000	61.0	99	37.12	3.00	-6.49	224
D.O.T. (S)		0.90000	61.0	99	37.12	3.00	6.49	224
D.O. Total		(MT/m3)	122.0		37.12	3.00	0.00	448
Dummy		0.90000	0.0	0	0.00	0.00	0.00	0
L.O. Total		(MT/m3)	0.0		0.00	0.00	0.00	0
No.1 CARGO HOLD		1.00000	3500.0	62	-62.83	7.44	0.00	
No.2 CARGO HOLD		1.00000	5000.0	51	-36.68	5.24	0.00	
No.3 CARGO HOLD		1.00000	5000.0	51	-7.98	5.24	0.00	
No.4 CARGO HOLD		1.00000	5000.0	51	20.72	5.24	0.00	
No.5 CARGO HOLD		1.00000	3500.0	47	48.07	6.97	0.00	
No.1 C.HOLD<BALE>		2.22956	0.0	0	-62.83	4.10	0.00	
No.2 C.HOLD<BALE>		2.22956	0.0	0	-36.68	1.61	0.00	
No.3 C.HOLD<BALE>		2.22956	0.0	0	-7.98	1.61	0.00	
No.4 C.HOLD<BALE>		2.22956	0.0	0	20.72	1.61	0.00	
No.5 C.HOLD<BALE>		2.22956	0.0	0	47.43	4.10	0.00	
Cargo Total		(m3/t)	22000.0		-7.79	5.87	0.00	
F.P.T. (C)		1.02500	948.0	100	-81.21	7.42	0.00	0
No.1 W.B.T. (P)		1.02600	10.0	1	-59.73	0.04	-5.07	0
No.1 W.B.T. (S)		1.02600	10.0	1	-59.73	0.04	5.07	0
No.2 W.B.T. (P)		1.02600	10.0	1	-35.96	0.02	-7.29	0
No.2 W.B.T. (S)		1.02600	10.0	1	-35.96	0.02	7.29	0
No.3 W.B.T. (P)		1.02600	1385.8	100	-7.57	5.02	-10.97	0
No.3 W.B.T. (S)		1.02600	1385.8	100	-7.57	5.02	10.97	0
No.4 W.B.T. (P)		1.02600	10.0	1	20.88	0.02	-7.33	0
No.4 W.B.T. (S)		1.02600	10.0	1	20.88	0.02	7.33	0
No.5 W.B.T. (P)		1.02600	1276.5	100	47.91	5.38	-10.20	0
No.5 W.B.T. (S)		1.02600	1315.7	100	48.27	5.30	10.08	0
A.P.T. (C)		1.01500	0.2	0	77.78	6.57	0.00	0
W.B. Total		(MT/m3)	6372.0		3.96	5.46	0.04	0
Dead Weight			29534.5		-4.60	5.80	0.06	5003
Displacement			37886.5		-1.94	6.69	0.05	5003
Disp. 37886.5 (t)	Draught at CF		9.26 (m)	M G	-1.94 (m)		K G	6.69 (m)
	at F.P.		8.54 (m)	M B	-1.92 (m)		TKM	12.53 (m)
Den. of Sea Water	at A.P.		9.91 (m)	M F	4.29 (m)		G M	5.84 (m)
1.0250 (t/m3)	Mean		9.22 (m)	MTC	582.81 (t*m)		GGo	0.13 (m)
Heel 0.49 (deg.)	Trim		1.38 (m)	Prop.I.	118.09 (%)		GoM	5.71 (m)
TCG 0.05 (m)	Trim/Lpp		0.81 (%)	df/Lpp	5.02 (%)		TPC	46.08 (t)

++Summary of Calculation

Judgment STRENGTH Accepted
 STABILITY Accepted
 Visibility Accepted

Detail of STRENGTH

Longitudinal Strength	B.M.	S.F.
Still Water	Yes	Yes
Cargo Hold Damaged	Yes	Yes
S.F. in Longi. BHD		-
Max. & Min. Cargo Weight		
One Hold		-
Two Adjacent Holds		-
Torsional Moment		-

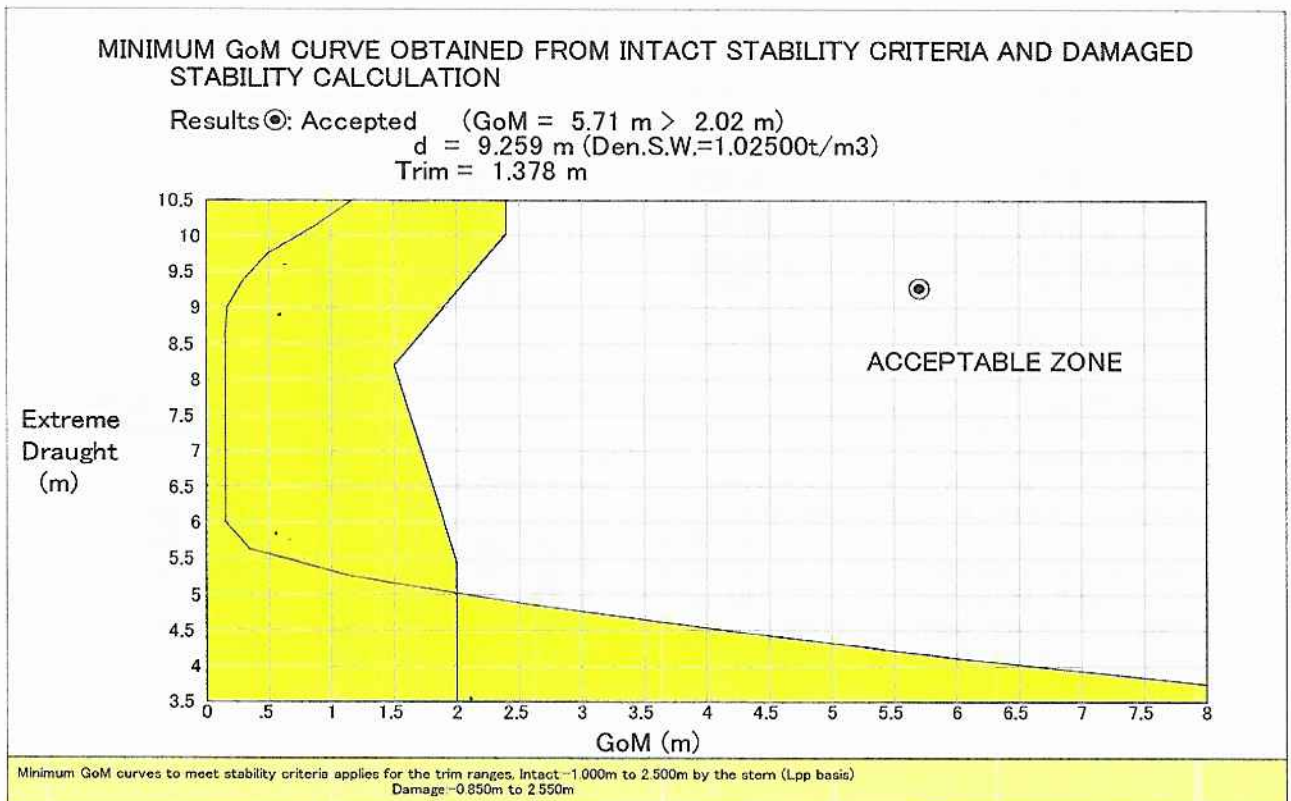
Condition of Ship

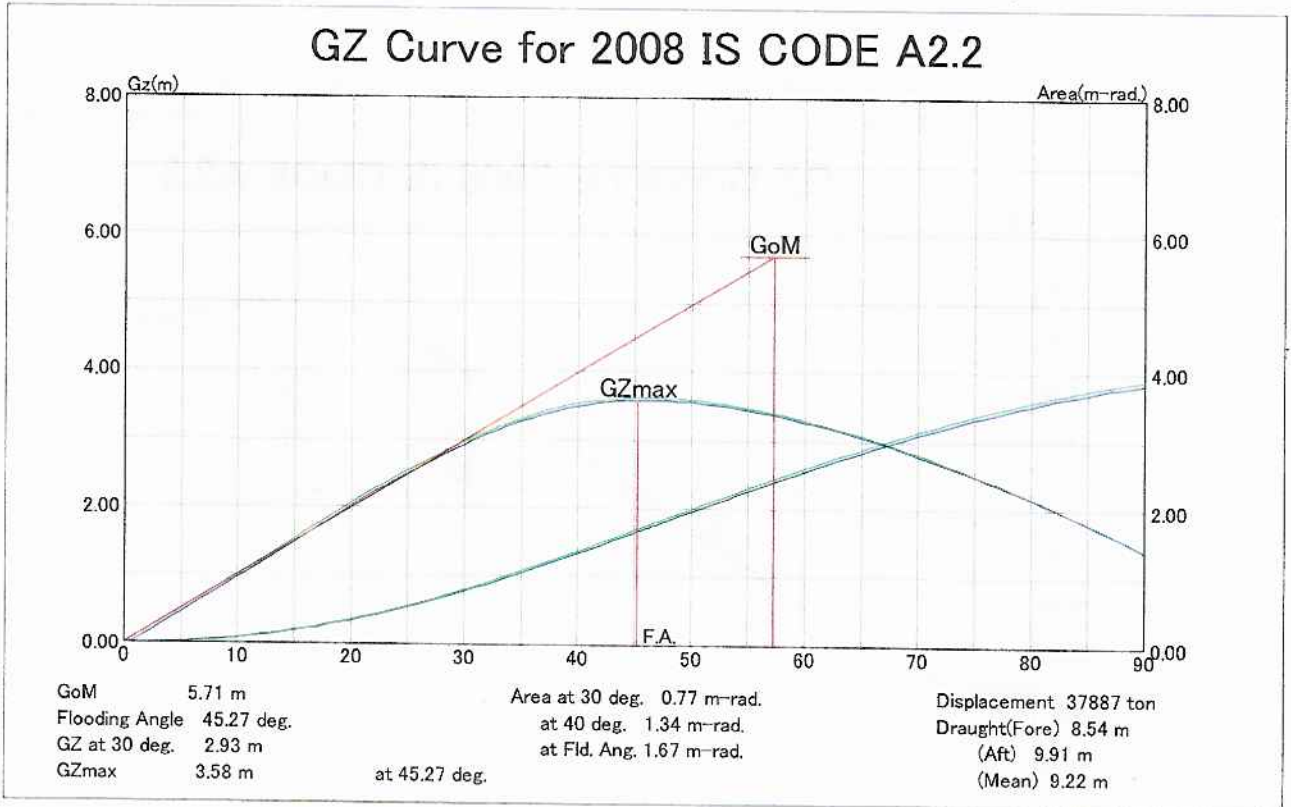
Displacement	37886.54 (t)
Draught at C.F.	9.26 (m)
at F.P.	8.54 (m)
at A.P.	9.91 (m)
Mean	9.22 (m)
Trim	1.38 (m)
Heel	0.49 (deg.)
GoM	5.71 (m)
Propeller Immersion	118.09 (%)

Detail of STABILITY

Minimum GoM	Yes
2008 IS CODE A2.2	Yes
2008 IS CODE A2.3	Yes
Grain Code	-

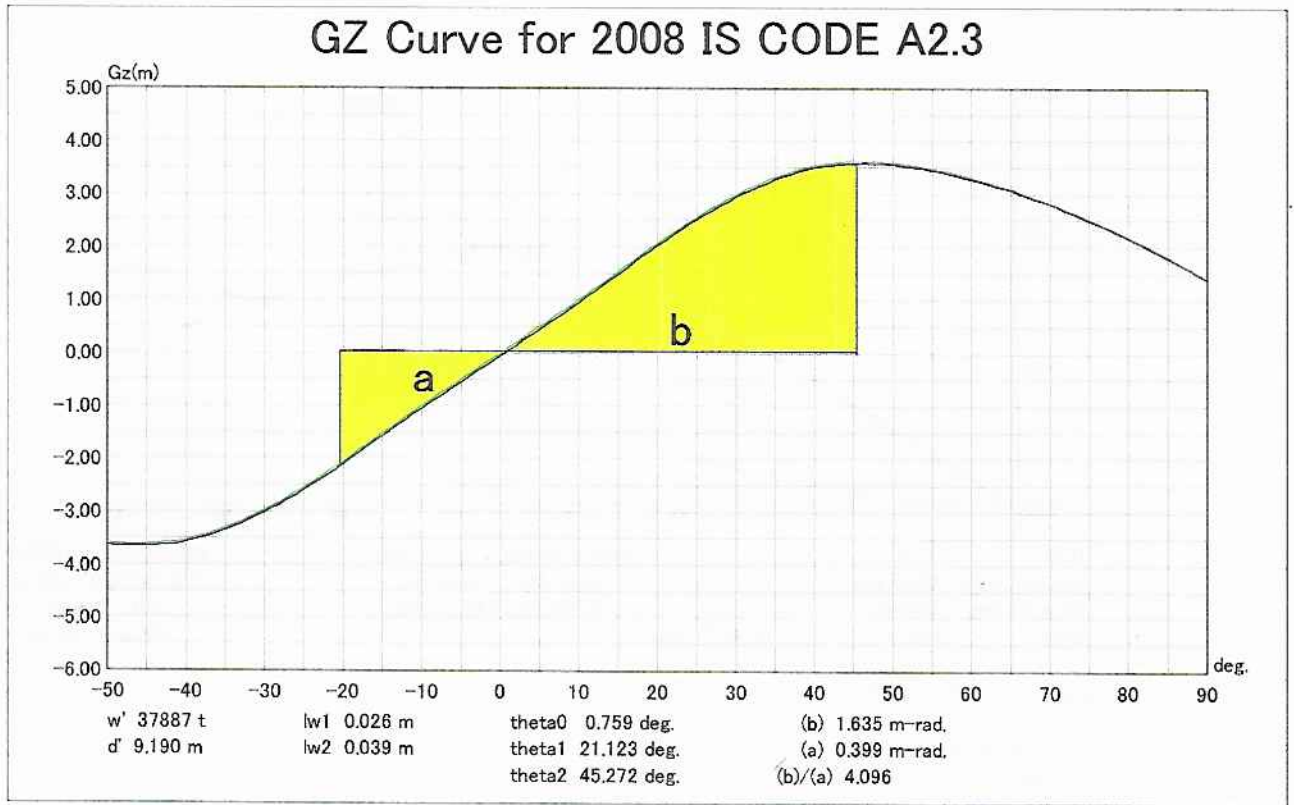
Nav. Bri. Visibility 189.54 (m)





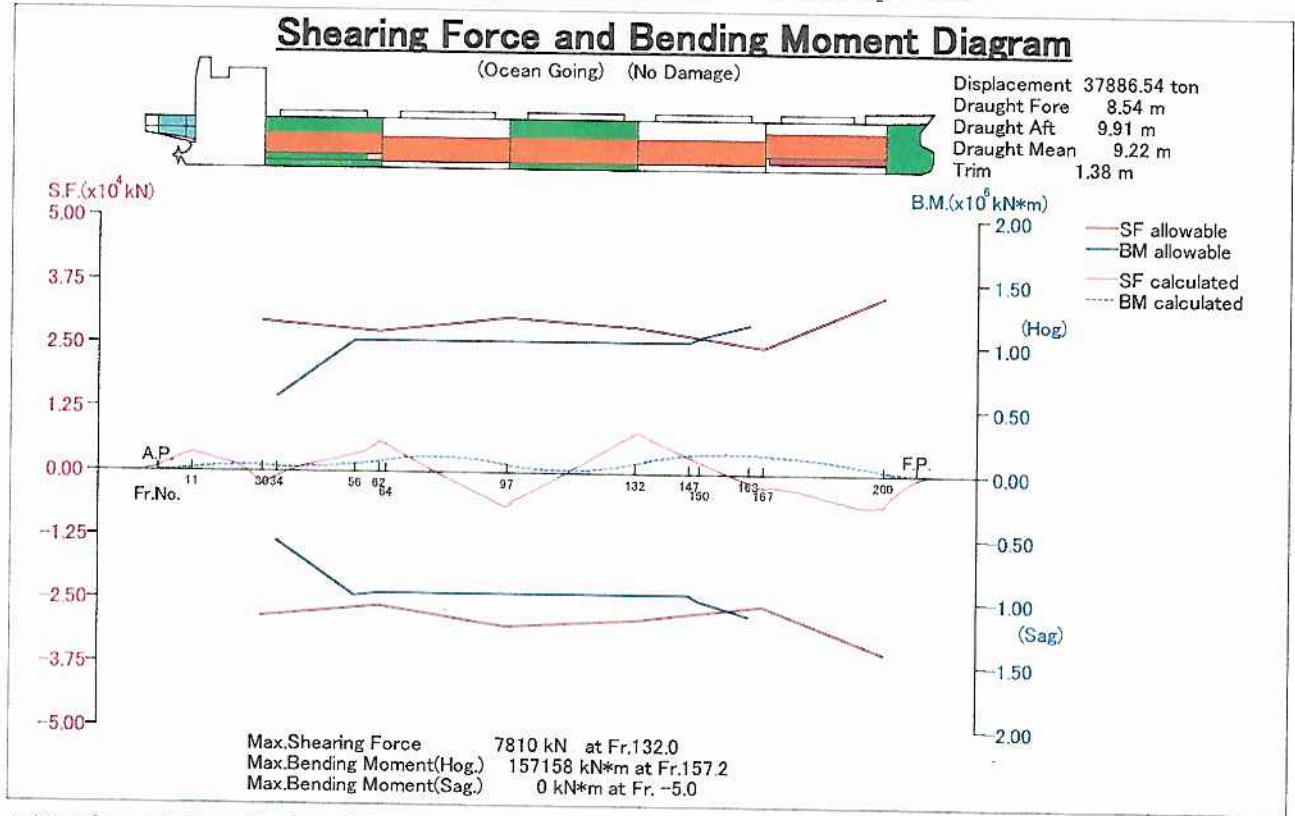
++Results of Stability Calculation

		2008 IS CODE A2.2
Displacement	37887 (ton)	
GoM	5.706 (m)	Not Less Than 0.150
Angle of Flood. (Tf)	45.272 (deg.)	
Angle of Vanish. (Tv)	45.272 (deg.)	
Area(30 deg.) (1)	0.772 (m*rad.)	Not Less Than 0.055
Area(40 deg.) (2)	1.339 (m*rad.)	Not Less Than 0.090
Area(Tf) (3)	1.665 (m*rad.)	Not Less Than 0.090
(2) - (1)	0.567 (m*rad.)	Not Less Than 0.030
Max.GZ(30-40 deg.)	3.498 (m)	Not Less Than 0.200
Angle of Max.GZ	45.272 (deg.)	Not Less Than 25
Max.GZ	3.582 (m)	
Judgment	[Accepted]	



++Results of Stability Calculation

		2008 IS CODE A2.3
W' Displacement	37887 (ton)	
d' Mean Draught (mld)	9.190 (m)	
A Wind Press.S.A.	1742.624 (m2)	(table)
Z Dist.betw.Ga-Gw	11.011 (m)	(table)
lw1	0.026 (m)	(0.0514*A*Z/W')
lw2	0.039 (m)	(1.5*lw1)
B/d'	3.112	
x1	0.878	(table)
L' Water Line Length	170.665 (m)	
Cb Block Coefficient	0.824	(=W'/(1.025*L'*B*d'))
x2	1.000	(table)
Ak	28.840 (m2)	
100*Ak/(L'*B)	0.591	
k	0.988	(table)
OG	-2.368 (m)	(=KGo-d')
r	0.575	(=0.73+0.6*OG/d')
GoM	5.706 (m)	
T Rolling Period	8.889 (sec.)	
s	0.087	(table)
Angle of Flood.	45.272 (deg.)	
Angle of Vanish.	45.272 (deg.)	
Theta 0	0.759 (deg.)	Not Greater Than 14.926
80% of DK Edge I.A	14.926 (deg.)	
Theta 1	21.123 (deg.)	(109*x1*x2*k*SQRT(r*s))
Theta r	-20.364 (deg.)	(Theta 0 - Theta 1)
Theta c	93.449 (deg.)	(Cross of lw2 and Curve)
Theta 2	45.272 (deg.)	
Area (a)	0.399 (m*rad.)	
Area (b)	1.635 (m*rad.)	
(b) / (a)	4.096	Not Less Than 1.0
Judgment	[Accepted]	



++Results of Longitudinal Strength Calculation

Frame No.	Actual S.F. (kN)	Shearing Force				Actual B.M. (kN*m)	Bending Moment			
		Ocean Going (kN)	In Harbour (%)	In Harbour (kN)	In Harbour (%)		Ocean Going (kN*m)	In Harbour (%)	In Harbour (kN*m)	In Harbour (%)
11.0	3402	-	-	-	-	17839	-	-	-	-
30.0	-2771	28573	9.7	35034	7.9	38048	-	-	-	-
34.0	-1205	28299	4.3	35132	3.4	31676	578240	5.5	810480	3.9
55.5	3291	27865	11.8	36177	9.1	56006	1024990	5.5	1412050	4.0
62.0	5824	27491	21.2	36372	16.0	78636	1025256	7.7	1575441	5.0
63.8	5318	27634	19.2	36428	14.6	86788	1025330	8.5	1620810	5.4
97.0	-6724	30276	22.2	37455	18.0	59802	1025330	5.8	1620810	3.7
132.0	7810	28491	27.4	36562	21.4	76389	1025330	7.5	1620810	4.7
146.7	3182	26913	11.8	35904	8.9	143722	1025330	14.0	1620810	8.9
149.5	2316	26617	8.7	35780	6.5	149965	1062830	14.1	1551130	9.7
163.0	-1585	26282	6.0	35733	4.4	153295	1164080	13.2	1541610	9.9
167.0	-2552	25952	9.8	35603	7.2	146176	-	-	-	-
200.0	-6007	35092	17.1	37861	15.9	25862	-	-	-	-

--Percentage to Allowable Value--					
		--Ocean Going--		--In Harbour--	
Max. S.F.	7810 kN	Fr132.0	27.4%	Fr132.0	21.4%
Max. B.M. (Hog.)	157158 kN*m	Fr157.2	14.2%	Fr152.9	10.2%
Max. B.M. (Sag.)	0 kN*m	Fr -5.0	-	Fr -	-