

EMERGENCY RESPONSE CENTRE EXERCISE REPORT: 25 June 2024 @ 1500 hrs SGT “Fire in Engine Room”

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	Brendon/Henry
Marine Support	Raja
Event support	Felicia / Kerry

Brett - Moderator

Master of IVS Okudogo

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 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 evidence of the Ship Shore Exercise.
- All external communication – Flag state, Port state, P&I Club and Media (MTI) etc during this exercise shall be done only with the “role play” person. No communication is to be made on external party’s email or telephone, but simulated notifications are to be made using office given role play number and email.
- 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 set up virtually using MS Team. The video conference shall be treated equivalent to the emergency response centre.
- Debriefing shall be held virtually on MS Team 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.
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4. Scenario Summary – Exercise “Fire in Engine Room”

While vessel IVS Okudogo on passage at sea, Duty engineer reported fire at boiler burner. Soon after it there was fire alarm in the accommodation and in engine room. OOW announced on PA “Fire in Engine Room”.

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

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

All crew mustered, head count was taken, no crew member was reported missing.

The contingency plan “Fire in engine room” was activated.

Crew tried to fight the fire using all means at his disposal, fire extinguishers, water mist system.

The fire had spread to other areas of the engine room.

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

Ship

- Master to initiate drill as above and call office.
- Activate engine room fire contingency plan
- Notifications to be made in conjunction with office.
- Conduct the drill using contingency plans:

Parties Involved:

- IVS Okudogo
- P&I Club, Hull and Machinery Insurance (Role play)
- Flag State (Role play)
- Class (role play)

5. Sequence of Events

<u>25Jun 2024(SGT)</u>	<u>Event Details</u>	<u>Action</u>
15:05	Captain of IVS OKUDOGO called RG. Fire in ER, close to boiler area.	Master
15:09	Vessel position 05 03 43.55N 106'25'58.25E Westerly winds < 5 knots Wave height < 5	JP
15:11	ERC manned / HLS updated / Crewing informed	
15:13	No injuries - 88 miles off Indonesia	RG
15:13	Capt to change direction to head away from Coast	RG
15:14	Captain to announce on vessel to crew to not to transfer information to anywhere	RG
	Nearest Port as per Podium : Dungun, Malaysia	JP
15:15	Captain on-line via teams	Captain
15:15	Vessel drawings to be accessed	HD
15:16	Vessel to continue with fire fighting, Captain to leave teams on for easy access to ERC	RS
15:17	Cargo : Salt	RG
15:17	Initial report sent	
15:18	CEO / Charters informed	HLS
15:19	All crew accounted for - outside of area. Null injuries Fire spread from Engine Room / Water mist system activated as extinguishers not effective.	Captain
15:19	Media statement / MRCC	BMM
15:20	Co Secretary to be updated. To respond as per media training	RS
15:21	Inform P&I / Hull and Flag State	RK
15:22	Water mist system not successful - fire still spreading Preparing to use CO2 system Confirms all crew are accounted for	Captain

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
15:22	Captain to ensure ventilation systems are all closed before utilizing CO2 system	Captain
15:23	Boiler fuel to be tripped. Releasing of CO2 will trip boiler	RG
15:24	Vessel to be as far from coast as possible - water depth : 82 meters	JP
15:25	Media Holding Statement sent	BMM
15:25	Vessel to get anchor ready	
15:25	All crew sill accounted for. Engine room closed -all flaps and ventilation stopped. Ready for CO2 release	CEO
15:27	CO2 to be released. Emergency generator to be switched on so vessel does not lose power	Master
15:28	Vessel 93 miles from nearest land	JP
15:28	Dungun, Malaysia - has salvage services Agency to be appointed	BG
15:29	2 vessels in vicinity - one port and one aft side of vessel. Rocky Runner and Charlie - can communicate with these two vessels	JP
15:30	2 salvage companies on standby if needed. Agent to be appointed - can contact Wilhelmsen in Singapore	BG
15:12	Top Management and Charters have been informed	HLS
15:31	CO2 has been released and emergency generator in use	Master
15:33	No one to enter engine room until external assistance available Get ready to drop anchor - water depth 55	RG / Master
15:34	GAC Agency is available to assist as per Wilhelmsen - Singapore.	BG
15:35	Drill complete	

6. Conclusion

Drill was discussed and following areas were identified for improvement.

S.No.	Description	Target completion date	Responsibility	Completion date
1.	Emergency Initial and SITREP reports transmission email address: globalerc@grindrodshipping.com is to be reviewed	31 July 2024	Hilton	
2.	All staff at different offices to be informed for responding to Media in case an inquiry on emergency (One common email for all	31 July 2024	Hilton	

	company staff is to be added in the contact list)			
3.	Master was given instruction to anchor in deep water after CO2 release without realizing that there was no power on windlass	Next drill	ERC Team members	

Refer attached appendices:

Appendix A – Initial report & SITREP

Appendix B – External Notifications

Appendix C – Shipboard drill 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

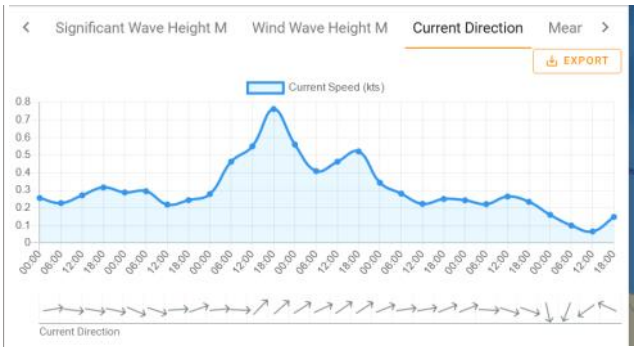
Emergency Contact No: +65 66321380

Emergency Response Initial Report :

IMO number	IVS Okudogo 9870874
• Date / Time of call from vessel:	25 June 2024, 09.05 SSAT
Who contacted the Office:	Master
• Description of Incident:	Fire in ER, close to boiler area.
• Location of incident on board:	At sea, steaming 88 miles off Indonesian coast
• Any injuries / casualties:	nil
• Damages:	nil
• Date / Time of incident on board:	We got the call at 09.03
• Ship's position:	04° 54' 22.70" N 106° 18' 51.02" E
• Course	36.55°
• Speed	12.2kn
• Cargo On-board and quantity:	Salt
• Bunker quantity on board:	750 app
• Any Oil Spill:	nil
• Approx Quantity spilt over board:	nil
• Next Port and distance	Jinzhou China

Weather conditions: (ATTACHED SCREENSHOT FROM PODIUM)





Reminder: Master/Office to follow the relevant contingency plan

SITREP

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



FOLLOW UP SITUATION REPORT

Ship Name:	IVS OKUDOGO
SITREP No:	01
Date and Time (UTC) of situation report:	25 June 2024 at 0906hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Fire in ER, close to boiler area.
Information received from:	Rennie
Number/Details of Casualties:	Nil
Damage:	Nil
Any external assistance required:	Nil
Authorities Involved:	Nil
Emergency Services Involved:	Nil
Response Services Involved:	Nil
Company Emergency Response Activities:	Nil
Press Media Coverage	Nil
Press Response:	Nil
<u>Report Sheet Issued By:</u>	
Name:	Felicia Hong
Title:	Marine Administrator
Contact Details:	63230048



FOLLOW UP SITUATION REPORT

Ship Name:	IVS OKUDOGO
SITREP No:	02
Date and Time (UTC) of situation report:	25 June 2024 at 0916hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Activated the Water Mist , Fire is not contained , Fire is spreading in the engine room, all crews already dismissed and outside of the danger area.
Information received from:	Master
Number/Details of Casualties:	nil

Damage:	Engine Room
Any external assistance required:	Fire Squad
Authorities Involved:	MRCC, FLAG STATE, H&M
Emergency Services Involved:	nil
Response Services Involved:	nil
Company Emergency Response Activities:	Both SG and DBN response centres manned
Press Media Coverage	Navigate response informed
Press Response:	Nil
<u>Report Sheet Issued By:</u>	
Name:	FELICIA HONG
Title:	MARINE ADMINISTRATOR
Contact Details:	63230048



FOLLOW UP SITUATION REPORT

Ship Name:	IVS OKUDOGO
SITREP No:	03
Date and Time (UTC) of situation report:	25 June 2024 at 0926hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Release CO2 in Engine Room, Standby the emergency generator, drop the anchor and wait for external assistance, crews are not allowed to enter the engine room.
Information received from:	Master
Number/Details of Casualties:	nil
Damage:	Engine room generator malfunction
Any external assistance required:	Don Jon SMIT salvage
Authorities Involved:	MRCC, FLAG STATE, H&M
Emergency Services Involved:	nil
Response Services Involved:	nil
Company Emergency Response Activities:	Both SG and DBN response centres manned
Press Media Coverage	Navigate response informed
Press Response:	nil
<u>Report Sheet Issued By:</u>	
Name:	FELICIA HONG
Title:	MARINE ADMINISTRATOR
Contact Details:	63230048



FOLLOW UP SITUATION REPORT

Ship Name:	IVS OKUDOGO
SITREP No:	04 (FINAL)

Date and Time (UTC) of situation report:	25 June 2024 at 0935hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Fire Contained, CO2 admitted, Engine Stopped, ship on emergency power, master confirmed safe to drop anchor.
Information received from:	Master
Number/Details of Casualties:	nil
Damage:	Engine Room
Any external assistance required:	Agent, Salvage
Authorities Involved:	MRCC, FLAG STATE
Emergency Services Involved:	nil
Response Services Involved:	nil
Company Emergency Response Activities:	Both SG and DBN response centres stand down
Press Media Coverage	Navigate response informed
Press Response:	nil
<u>Report Sheet Issued By:</u>	
Name:	FELICIA HONG
Title:	MARINE ADMINISTRATOR
Contact Details:	63230048



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:	

Rajesh Sharma

From: Rajaraman Krishnamoorthy
Sent: Tuesday, 25 June 2024 3:27 pm
To: Grindrod Ship Management - Technical
Subject: FW: Drill Drill Drill - Initial Report

DRILL DRILL DRILL

TO: H&M
TO: P&I
TO : MPA



Initial Report

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

Emergency Contact No: +65 66321380

Emergency Response Initial Report :

IMO number	IVS Okudogo 9870874
<ul style="list-style-type: none">Date / Time of call from vessel:	25 June 2024, 09.05 SSAT
Who contacted the Office:	Master

<ul style="list-style-type: none"> • Description of Incident: 	Fire in ER, close to boiler area.
<ul style="list-style-type: none"> • Location of incident on board: 	At sea, steaming 88 miles off Indonesian coast
<ul style="list-style-type: none"> • Any injuries / casualties: 	nil
<ul style="list-style-type: none"> • Damages: 	nil
<ul style="list-style-type: none"> • Date / Time of incident on board: 	We got the call at 09.03
<ul style="list-style-type: none"> • Ship's position: 	04° 54' 22.70" N 106° 18' 51.02" E
<ul style="list-style-type: none"> • Course 	36.55°
<ul style="list-style-type: none"> • Speed 	12.2kn
<ul style="list-style-type: none"> • Cargo On-board and quantity: 	
<ul style="list-style-type: none"> • Bunker quantity on board: 	750 app
<ul style="list-style-type: none"> • Any Oil Spill: 	nil
<ul style="list-style-type: none"> • Approx Quantity 	nil

<p>spilt over board:</p>	
<ul style="list-style-type: none"> Next Port and distance 	<p>Jinzhou China</p>
<p><u>Weather conditions:</u> (ATTACHED SCREENSHOT FROM PODIUM)</p>	
	<div style="text-align: right; margin-bottom: 10px;"> EXPORT </div> <p style="text-align: center;">Wind Speed (kts)</p> <p style="text-align: center;">Wind Direction</p> <hr/> <div style="text-align: center; margin-bottom: 10px;"> < Significant Wave Height M Wind Wave Height M <u>Current Direction</u> Mear > </div> <div style="text-align: right; margin-bottom: 10px;"> EXPORT </div> <p style="text-align: center;">Current Speed (kts)</p> <p style="text-align: center;">Current Direction</p>

Thank you & Best Regards,
Felicia Hong



Island View Shipping Services

1 Temasek Avenue

#10-02 Millenia Tower Singapore 039192

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Email: feliciah@ivs-services.com

Rajesh Sharma

From: Rajaraman Krishnamoorthy
Sent: Tuesday, 25 June 2024 3:29 pm
To: Grindrod Ship Management - Technical
Subject: FW: Drill Drill Drill - Initial Report

DRILL DRILL DRILL

TO: CLASSNK



Initial Report

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

Emergency Contact No: +65 66321380

Emergency Response Initial Report :

IMO number	IVS Okudogo 9870874
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<p>spilt over board:</p>	
<ul style="list-style-type: none"> Next Port and distance 	<p>Jinzhou China</p>
<p><u>Weather conditions:</u> (ATTACHED SCREENSHOT FROM PODIUM)</p>	
	<div style="text-align: right; margin-bottom: 10px;"> EXPORT </div> <div style="margin-top: 10px;"> <p> Significant Wave Height M Wind Wave Height M Current Direction Mear </p> <div style="text-align: right; margin-bottom: 10px;"> EXPORT </div> </div>

Thank you & Best Regards,
Felicia Hong



Island View Shipping Services

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Email: feliciah@ivs-services.com



Appendix C

Ship's Name :	IVS OKUDOGO
Date / Time :	25 JUNE 2024 / 1500H
Location :	AT SEA / 05-08.1 N / 106-29.9 E UNDERWAY
Weather :	CLOUDY SKIES

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

Fire Drill (SOLAS III 19-3.2 / 19-3.5.2) Engine Room Boiler Burner (SHIP/ SHORE EXERCISE)

Record of Events:

1500H-1503H -Duty engineer reported fire at boiler burner, Duty engineer tried to extinguish fire locally without any success. General alarm sounded followed by Master's announcement "Fire Fighting Drill (3x)" and that all crew to go to their Muster Station.

1500H-1505H- The ship was Navigated away from Navigational hazards, 24 h Company Emergency Response called. The contingency plan No 18 "Fire in engine room" was activated.

1505H-1509H - Team leaders reported to master that crew counted and no crew reported missing, no injured.

1509H-1513H- Master instructed to Prepare 2 Fireman Squad for extinguishing the fire locally – using Steering Gear Room entrance. Emergency team prepared and proceeded to the scene of fire with two firefighters wearing the appropriate fireman's outfit. At the time of entry SCBA had 148 bars of pressure well within the sufficient pressure range.

1513H-1515H- 2 Fireman Squads attempt to extinguish fire locally by DP fire extinguishers but unsuccessful, the fireman squad escape from Engine Room. Reported to Master the fire extinguishers were unsuccessful.

1515H-Water mist system was activated.

1518H- Reported that water mist system was ineffective; the fire had spread to other areas of the engine room. Master instructed to muster crew again and count.

1518H-1520H - Crew mustered again on Muster Station, counted and no crewmember was reported missing, Master instructed to prepare ER and equipment for fixed CO2 for system release.

1520H-1523H- Ventilation team shut off the appropriate ventilators, flaps, dampers, and the engine room was sealed off.

1523H-1528H- Activate fuel trips to shut off fuel tanks and Emergency Generator was started in case black out occurred. CNO reported that all crew is outside and no body remain in ER.

1525H-1530H- The Fixed CO2 firefighting installation was Activated. (Assuming) With the Respective Water depth the vessel would drop anchor as to wait for shore assistance at Masters advice.

1536h-Master terminate the drill

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

Discussed the initial actions of crew who found fire.
Checked and discussed with crew about the procedure for the CO2 system.
Explained to crew that after activation of CO2 system, Vessel will drop anchor and wait for assistance of Salvage Company. No access to ER allowed.

Completion of Training (if identified during debriefing):

Drill completed 1536H / 25 JUNE 2024



*HEALTH, SAFETY, ENVIRONMENT AND QUALITY
MANAGEMENT SYSTEM*

Emergency Drill and Training Report

Reporting Forms Manual

Page **2** of **2**
Form : 3.2.3
Date : 17-Nov-2023
Rev : 10.0
App By : BMM

CAPT. OLEKSII CHULKOV
Master's Name/Signature

CNO ANDRIIAN MANOLI
Deck Officer's Name/Signature



VESSEL : IVS OKUDOGO DATE : 25 June 2024

AREA / LOCATION : AT SEA UNDERWAY TO JINZHOU, CHINA

FIRE DRILL SHIP-SHORE EXERCISE



1) Duty engineer detects the fire



2) Reporting to Bridge about fire



3) Crew Muster station



4) Fireman extinguishing fire



5) Fireman using Dry powder Extinguisher



6) Hyper Mist Activation



7) Second head count for Crew



8) Shutting off ventilation



9) shutting off Damper



10) Shutting off ventilations



11) CO2 Activation



12) Debriefing 