

## **2025 SHIP/SHORE DRILL**

### **2025 ANNUAL EXERCISE**

<b>Vessel name:</b>	<b>IVS PHINDA</b>	<b>Date:</b>	<b>10 JUL 2025</b>
<b>Position</b>	<b>TIANJIN PORT</b>		
<b>Time from:</b>	<b>1500 SGT</b>	<b>Time to:</b>	<b>1600 SGT</b>

**REVIEWED AND APPROVED BY**

**CAPT K. RAJARAMAN**

**DPA**

➤ **OBJECTIVES**

Specific objectives of this exercise are:

- To test Company and vessel readiness should an emergency occur
- To test the ability of the 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, vessel master and outside parties on a real time basis.
- To test the Masters response to react to a FIRE incident
- To test the 24-hour emergency number and all communication equipment
- To test the Company response to the (simulated) media.
- To assess the effectiveness of implementation of contingency plan – Fire in cargo hold
- 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

➤ **EXERCISE STRUCTURE**

This Exercise is presented as one realistic scenario that could well be encountered by ship.

Responses should be realistic and based on existing policies, procedures and plans. All crew members and other participants are encouraged to participate openly, and to report observations and suggestions. Issues arising from the scenario should be thoroughly discussed.

This discussion is intended to encourage the Ship Management Team to examine policies, decisions and key issues relevant to response and incident management requirements.

If the team finds that the existing emergency procedures are inadequate to address the issues, it shall be noted. If any suggestions for improvement are discovered, they should be included in the “Suggestion to improvement”

## 2025 SHIP/ShORE DRILL

### ➤ Exercise Ground Rules

- Master will contact the DPA through their regular contact phones 15 minutes before the start of the exercise to ensure that all is clear at both ends to proceed with the exercise.
- SAFETY FIRST. All personnel shall be responsible for safe Navigation and Operation during exercise. If an unsafe condition or operation is discovered, the Master determines whether the situation can be corrected and if exercise should continue.
- Begin and end all telephone and radio conversations with the statement **“THIS IS A DRILL”**. Ensure this statement is included in all email exercise documents.
- At the time of the official start of the exercise, Master will give the initial notification to the DPA. The exercise will begin with this notification.
- Following forms / procedures shall be in readiness:
  - Contingency plan – Fire in cargo hold
  - Emergency contact list
  - *Muster list*
  - *GA plan*
  - *Capacity plan*
  - *Emergency contacts*
  - *CO2 system manual*
  - *MPA incident reporting form*
  - *Loadicator report*
- RECORDS - All documents and checklists exchanged by email used during the Exercise should be maintained. All details are to be logged in as evidence of the Ship Shore Exercise.
- All communication during this exercise shall be done only with the “role play” persons/parties as listed below. No other people/parties shall be contacted.
- In the event of a REAL EMERGENCY THIS EXERCISE WILL BE TERMINATED
- All actions taken during exercise, time, event, and description of activity (such as telephone call or personal contact) shall be recorded.
- Debriefing shall be held in ship/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.

## 2025 SHIP/SHORE DRILL

### ➤ **Parties Involved:**

- Ship and office staff
- UK P&I club / Charterers / owners / MPA / Operators / Agents / Media / Classification society etc was played within office

<b><u>Function</u></b>	<b><u>Name of Person</u></b>
Incident Manager	Raja, DPA
Incident Coordinator	Rajesh, ALT DPA
Risk Coordinator	Mads Walter
Technical Coordinator	Henry – Ship Manager
Technical support	Joey – Ship Manager
Crew Coordinator	Ashish, Crewing Head
Risk Support	Vijay – Marine Superintendent
Event support	Jake, Technical Superintendent
IT Assist	Subu, Marine Applications Manager
Ship – IVS PHINDA	Master / Capt. Swing

### ➤ **Preparation:**

All parties were informed prior to the drill. All parties mentioned above participated in the drill.

All times mentioned in the report is Singapore Standard Time (GMT + 0800 Hrs).

### ➤ **COMMUNICATION:**

Through Telephone, Email and MS Teams

### ➤ **EXERCISE SCENARIO**

While loading scrap cargo in port, ship's crew observed Fire in No 3-cargo hold.

The cargo is declared Group C as per IMSBC code and shippers' declaration however, fire occurred in cargo hold No 3 while loading.

Fire alarm was raised and announcement on PA "Fire in Engine Room".

The master called the office using 24 hrs. telephone number to inform fire in cargo hold no. 3.

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

The contingency plan "Fire in cargo hold" was activated.

## 2025 SHIP/SHORE DRILL

### ➤ Records

Refer to the attachments included at the end of the report.

### ➤ Debriefing

Debriefing / training carried out on vessel and in office after completion of drill.

The following points were discussed:

1. Safety of own crew not to be compromised
2. Contingency plan shall be referred to for Fire in cargo hold
3. Ship staff shall be familiar with the Fixed CO2 system. And the number of bottles to be used considering the volume of cargo in the hold.

### ➤ Drill or Exercise Evaluation Worksheet

Were all personnel knowledgeable of their duties and responsibilities for this type of event?	Yes	Contingency plan section 28 was complied with
Were all personnel capable of performing the duties expected of them?	Yes	All ship staffs including office personnel have performed their duties quite well
Were proper procedures followed including use of PPE?	Yes	Procedures were all complied with. All crew members were properly clad for the drill and appropriate PPE worn by all crew
Were plans and other written instructions accurate and non-contradictory?	Yes	Guidance & Instructions in the contingency plan were relevant.
Were response activities appropriately documented during the incident?	Yes	Documentation was handled well
Timely implementation of procedures as per contingency plan	Yes	Master was well versed with the contingency plan; hence his action was prompt and to the point.
Were all pollution equipment including communication were found in order?	Yes	All communications were in order.
Are modifications to the contingency Plan required?	No	The contingency plan procedures were found to be adequate for handling such emergencies.  However, contingency plan needs to be updated time –to-time when any additional measures are recommended
Are new or modified training plans needed for personnel?	No	Present drill planner is sufficient
Was emergency hotline number tried out and working satisfactory?	YES	24 hrs hotline number was contacted and attended during the drill. Communication was clear.

## 2025 SHIP/SHORE DRILL

Have any "Best Practices" been identified that may be shared with others?	No	Use of Nitrogen for fighting fire in cargo holds if available in port.
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### ➤ FINDINGS / COMMENTS / SUGGESTION FOR IMPROVEMENT

1. All the bottles were not discharged by the vessel. Only one set of bottles were released and later no further action was taken.
2. Blanking the fuel oil tank air vents is also an option to consider.
3. Use of nitrogen to extinguish the fire using shore supply if available.
4. Office staff were not informed to not disclose the fire incident to third parties in casual talks.
5. During office hours, more people to be included in the drill so that in a real emergency they may be used as resources.

Overall objectives of the drill were found satisfactory. However, there is scope for improvement which can be obtained through frequent drills.

Response by vessel and office staff to the handling of the incident was satisfactory.





2025/07/10









2025/07/10





2025/07/10





10/07/2025





10/07/2025

## 01. Re Initial Report



### Initial Report

### DRILL DRILL DRILL

All Emails are to be sent to the following address: [globalerc@ivs-services.com](mailto:globalerc@ivs-services.com)

Emergency Contact No:

Call the DPA/Marine Superintendent.

### Emergency Response Initial Report :

Ship Name	IVS PHINDA
•Date / Time of call from vessel:	10 Jul 2025 / 1510
Who contacted the Office:	Master
•Description of Incident:	Fire
•Location of incident on board:	Fire in cargo hold no 3 when loading scrap cargo
•Any injuries / casualties:	nil
•Damages:	unknown
•Date / Time of incident on board:	10 Jul 2025 / 1500 SGT
•Ship's position:	TIANJIN
•Course	NA
•Speed	NA
Draft / free board in M	F 9.78 / A 10.22 M
•Cargo On-board and quantity:	NO 2 , 4 - EMPTY . NO 1 - 2000MT , NO 3 2000MT , NO 5 2000MT
•Bunker quantity on board:	790 MT
•Any Oil Spill:	NIL
•Approx Quantity spilt over board:	NIL
•Next Port and distance	NA

Weather conditions: ( upload from podium)

Weather for 30° 46' 23.43" N 134° 35' 00.86" E									
Date									
10 Jul 2025 - 14 Jul 2025									
Date	10 Jul			11 Jul				12 Jul	
Time	06:00	12:00	18:00	00:00	06:00	12:00	18:00	00:00	
Wind Speed (kts)	14.24	14.35	10.65	12.41	8.11	5.04	9.76	10.47	
Wind Direction	↘	↘	↘	→	→	↘	←	↙	
Current Speed (kts)	1.03	1.43	1.34	1.22	1.2	1.26	1.33	1.28	
Current Direction	→	→	↘	↘	↘	→	→	→	
Significant Height of Swell Waves (m)	0.43	0.39	1.45	0.63	1.06	1	1.01	1.09	
Direction of Swell Waves	↙	↙	→	↓	→	→	→	→	
Wind Wave Height (m)	1.56	1.52	-	1.16	-	-	-	0.65	
Wind Wave Direction	105.42	109.59	-	90.03	-	-	-	236.97	
Surface Temperature (°C)	29.23	29.46	29.65	29.7	29.66	29.55	29.41	29.33	
Air Temperature at 2m	28.65	28.63	28.19	28.67	28.15	28.05	27.91	26.65	
Air Pressure	1006.61	1007.66	1007.02	1007.91	1007.53	1008.69	1007.41	1008.19	
Relative Humidity (%)	81.1	81.8	82.6	79.4	80.8	81.1	78.7	84.1	
Total Precipitation (mm)	0.81	2.38	7.13	13.31	17.06	23.81	25.81	26.63	
Visibility (km)	24.13	24.05	24.13	24.06	24.14	18.85	24.14	24.13	
TotalCloudCoverPercentage	99.7	100	100	100	100	100	99.8	100	

Reminder: Master/Office to follow the relevant contingency plan

### 03. Event Media Holding Statement Example

All Emails are to be sent to the following address: [globalerc@ivs-services.com](mailto:globalerc@ivs-services.com)



Media Holding Statement

### Emergency Response Initial Report : DRILL DRILL DRILL



Initial Report

**DRILL DRILL DRILL**

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Emergency Contact No: Call the DPA/Marine Superintendent.

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• Damages:	unknown
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• Ship's position:	TIANJIN
• Course	NA
• Speed	NA
Draft / free board in M	F 9.78 / A 10.22 M
• Cargo On-board and quantity:	NO 2 , 4 - EMPTY . NO 1 - 2000MT , NO 3 2000MT , NO 5 2000MT
• Bunker quantity on board:	790 MT
• Any Oil Spill:	NIL
• Approx Quantity spilt over board:	NIL
• Next Port and distance	NA



Weather conditions: (upload from podium)

Weather for 30° 46' 23.43" N 134° 35' 00.86" E									
Date 10 Jul 2025 - 14 Jul 2025									
Date	10 Jul			11 Jul				12 Jul	
Time	06:00	12:00	18:00	00:00	06:00	12:00	18:00	00:00	
Wind Speed (kts)	14.24	14.35	10.65	12.41	8.11	5.04	9.76	10.47	
Wind Direction	↘	↘	↘	→	→	↘	←	↙	
Current Speed (kts)	1.03	1.43	1.34	1.22	1.2	1.26	1.33	1.28	
Current Direction	→	→	→	→	→	→	→	→	
Significant Height of Swell Waves (m)	0.43	0.39	1.45	0.63	1.06	1	1.01	1.09	
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Wind Wave Height (m)	1.56	1.52	-	1.16	-	-	-	0.65	
Wind Wave Direction	105.42	109.59	-	90.03	-	-	-	236.27	
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Relative Humidity (%)	81.1	81.8	82.6	79.4	80.8	81.1	78.7	84.1	
Total Precipitation (mm)	0.81	2.38	7.13	13.31	17.06	23.81	25.81	26.63	
Visibility (km)	24.13	24.05	24.13	24.06	24.14	18.85	24.14	24.13	
TotalCloudCoverPercentage	99.7	100	100	100	100	100	99.8	100	

Reminder: Master/Office to follow the relevant contingency plan

To be released once approved by IVSS

Further information will be provided as it becomes available.  
For any media enquiries, please contact .

  
Tip sheet

  
05-2022-12  
Tamar Co...

  
Script cards

**Chetan Desai**  
**Managing Director**

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## 02. SITREP

All Emails are to be sent to the following address: [globalerc@ivs-services.com](mailto:globalerc@ivs-services.com)



### DRILL DRILL DRILL

#### FOLLOW UP SITUATION REPORT

Ship Name:	IVS PHINDA
SITREP No:	01
Date and Time (UTC) of situation report	10 July 2025
<u>Summary / Update of the incident</u>	
Update of the incident	Fire in cargo hold no 3 when loading scrap cargo, cargo hold 2 and 4 are empty, 1 and 3 and 5 cargo 2000 tons cargoes, o/b bunker 790mt fire pump started, CO2 released, the temperature is 95 degrees.
Information received from:	Master of IVS Phinda
Number/Details of Casualties:	Nil
• Damage:	Unknown
Any external assistance required:	Nil
Authorities Involved:	Yes
Emergency Services Involved:	Not required
Response Services Involved:	Not required
Company Emergency Response Activities:	ERC
Press Media Coverage	Navigate Response Informed
Press Response:	NA
<u>Report Sheet Issued By:</u>	
Name:	FELICIA HONG
Title:	MARINE ADMINISTRATOR
Contact Details:	66321384



### DRILL DRILL DRILL

#### FOLLOW UP SITUATION REPORT

Ship Name:	IVS PHINDA
SITREP No:	02
Date and Time (UTC) of situation report	10 July 2025
<u>Summary / Update of the incident</u>	
Update of the incident	Cargo hold no.2 temperature reported to be 40 degrees from initial 90 degrees, boundary cooling in progress. Port Authorities shore firefighting team on standby by fire craft one hose each. Continue to monitor the temperature.
Information received from:	Master of IVS Phinda
Number/Details of Casualties:	NIL
• Damage:	Unknown
Any external assistance required:	Not Required
Authorities Involved:	Not Required
Emergency Services Involved:	No
Response Services Involved:	No
Company Emergency Response Activities:	ERC
Press Media Coverage	Navigate Response informed
Press Response:	NA
<u>Report Sheet Issued By:</u>	
Name:	FELICIA HONG
Title:	MARINE ADMINISTRATOR
Contact Details:	66321384



### DRILL DRILL DRILL

#### FOLLOW UP SITUATION REPORT

Ship Name:	IVS PHINDA
SITREP No:	03 (FINAL)
Date and Time (UTC) of situation report	10 July 2025
<u>Summary / Update of the incident</u>	
Update of the incident	Reported the cargo hold is now 35 degrees. Boundary cooling continued to be progress, keeping record of the temperature. CE Monitoring the temperature of Fuel Tank No. 1. Temperature is under control. Shore side firefighting team , will take control of the situation whether to open the cargo hole for resume of cargo operation. Situation is under control.
Information received from:	Master
Number/Details of Casualties:	NIL
• Damage:	Unknown
Any external assistance required:	NO
Authorities Involved:	NO
Emergency Services Involved:	NO
Response Services Involved:	NO
Company Emergency Response Activities:	ERC
Press Media Coverage	Navigate Response
Press Response:	NA

<b>Report Sheet Issued By:</b>	
<b>Name:</b>	FELICIA HONG
<b>Title:</b>	MARINE ADMINISTRATOR
<b>Contact Details:</b>	66321384



DRILL DRILL DRILL

**FOLLOW UP SITUATION REPORT**

<b>Ship Name:</b>	IVS PHINDA
<b>SITREP No:</b>	04
<b>Date and Time (UTC) of situation report</b>	10 July 2025
<b><u>Summary / Update of the incident</u></b>	
<b>Update of the incident</b>	
<b>Information received from:</b>	
<b>Number/Details of Casualties:</b>	
<b>• Damage:</b>	
<b>Any external assistance required:</b>	
<b>Authorities Involved:</b>	
<b>Emergency Services Involved:</b>	
<b>Response Services Involved:</b>	
<b>Company Emergency Response Activities:</b>	
<b>Press Media Coverage</b>	
<b>Press Response:</b>	
<b><u>Report Sheet Issued By:</u></b>	
<b>Name:</b>	FELICIA HONG
<b>Title:</b>	MARINE ADMINISTRATOR
<b>Contact Details:</b>	63230048



DRILL DRILL DRILL

**FOLLOW UP SITUATION REPORT**

<b>Ship Name:</b>	IVS PHINDA
<b>SITREP No:</b>	05
<b>Date and Time (UTC) of situation report</b>	10 July 2025
<b><u>Summary / Update of the incident</u></b>	
<b>Update of the incident</b>	
<b>Information received from:</b>	
<b>Number/Details of Casualties:</b>	
<b>• Damage:</b>	
<b>Any external assistance required:</b>	
<b>Authorities Involved:</b>	
<b>Emergency Services Involved:</b>	
<b>Response Services Involved:</b>	
<b>Company Emergency Response Activities:</b>	
<b>Press Media Coverage</b>	
<b>Press Response:</b>	
<b><u>Report Sheet Issued By:</u></b>	
<b>Name:</b>	FELICIA HONG
<b>Title:</b>	MARINE ADMINISTRATOR
<b>Contact Details:</b>	63230048



**FOLLOW UP SITUATION REPORT**

<b>Ship Name:</b>	IVS PHINDA
<b>SITREP No:</b>	06 (FINAL)
<b>Date and Time (UTC) of situation report</b>	10 July 2025
<b><u>Summary / Update of the incident</u></b>	
<b>Update of the incident</b>	
<b>Information received from:</b>	
<b>Number/Details of Casualties:</b>	
<b>• Damage:</b>	
<b>Any external assistance required:</b>	
<b>Authorities Involved:</b>	
<b>Emergency Services Involved:</b>	
<b>Response Services Involved:</b>	
<b>Company Emergency Response Activities:</b>	
<b>Press Media Coverage</b>	
<b>Press Response:</b>	
<b><u>Report Sheet Issued By:</u></b>	
<b>Name:</b>	FELICIA HONG



<b>Title:</b>	MARINE ADMINISTRATOR
<b>Contact Details:</b>	63230048

## Ship Time sheet

10 July 2025 (GMT+8)

1445 – Master call DPA for 15 mins notice as instructed

1515 – Commence with MS Team / Duty AB call the Chief officer that there is a smoke coming out from hold no.3

1516 – The chief officer immediately stops the loading operation and inform the Master about the situation

1517 – The Master Raised the alarm and announce that all crew to proceed to muster station

1518 – Master alerted the Port control and ask for immediate assistance.

1519 – The Chief officer reported to the bridge the all crew are all accounted for

1520 – The Master explain the situation and ordered to proceed in closing hold no.3, close ventilation, and prepare for boundary cooling.

1522 – The support team reported to the bridge that hoses are now rigged and ready for boundary cooling

1523 – The Master ordered the Engine room team to start the emergency fire pump.

1525 – The emergency team reported to the bridge that the hold no.3 is closed, Ventilation closed, and boundary cooling started. Initial temperature of hold no.3 is 95deg. Celsius

1526 – The Master ordered Chief engineer to proceed to CO2 room and release CO2 in hold no.3

1528 – The Chief engineer reported to the bridge that opening of 50 bottles for hold no.3 now started

1529 – Master alerted the DPA using satellite phone. DPA advise the Master that 3NO will do the communication using MS Team

1530 – The Master instruct the emergency team to continue boundary cooling and report any smoke coming out from hold no.3. Emergency team reported that temperature is decreasing to 50deg. Celsius.

1535 – Shore fire fighting team on site and on standby

1535 – 1600 – The company reported the incident to P&I, Port state, Flag state, Class NK, and assist the vessel in the emergency situation.

1600 – The Chief officer reported to the bridge that fire is extinguished, no potential reignition observed, no casualty, boundary cooling still in progress.

1600 – Drill dismissed

## 06. TIME LOG – *IVS PHINDA* - To be kept in Singapore time zone

[illegible]





## INITIAL REPORTING / INITIAL NOTICE<sup>8</sup> OF A MARINE CASUALTY / INCIDENT<sup>9</sup>



1	Ship's name: IVS PHINDA
2	IMO number (or official or fishing vessel number, as applicable): 9700940
3	Ship's Flag: SINGAPORE
4	Occurrence Date: 10-JULY-2025 Time (local time in 24-Hour format): 1515HRS Zone Time (+ / - GMT): +8
5	ISM manager: Capt Rajaraman Owner: IVS Bulk 543 Pte Ltd Agents: Tianjin Huagang Shipping Agency Co., Ltd
6	Location of the marine occurrence (name and/or coordinates): 30-42.9N , 135-50.2E
7	Type of the marine occurrence (See paragraph 3 above) and its current status: Others (please specify below) <input type="button" value="v"/> If 'Others' (Specify): Fire breaks out in cargo hold no.3 during loading scrap metal
8	Consequence(s) resulted from the marine occurrence stated in No. 7 above: Fire or smoke <input type="button" value="v"/> If 'Others' (Specify):
9	If the ship is missing or inaccessible — N/A (a) last known position of the ship (location or coordinates), with date and time at that position:  (b) actions taken or planned to locate or gain access to the ship:
10	Person reporting/notifying: Name: Paul Christian Swing Title/Designation: Master  Contact number (with country code): 870 773 930597  Email address: ivsphinda.master@ivsfleet.com

**Note: Detailed reporting/notice<sup>10</sup> to follow without delay if the situation warrants or as required in the following.**