

## **Tamar Ship Management Pte. Ltd., Singapore**

### **EMERGENCY RESPONSE CENTRE EXERCISE REPORT: 11 July 2025, “Fire in Cargo Hold while loading scrap iron cargo” IVS ATSUGI**

#### **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 / Tamar Ship management response to the (simulated) concerned parties.
- 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**

<b><u>Function</u></b>	<b><u>Name of Person</u></b>
Incident Manager	Raja, Alt. DPA
Incident Coordinator	Rajesh, DPA
Risk Coordinator	Liu, Marine Superintendent
Technical Coordinator	Yin, Sr. Technical Superintendent
Technical support	Reynolds, Technical Superintendent
Crew Coordinator	Ashish, Crewing Head
Risk Support	Ning, Marine Supt.
Event support	Jake, Technical Superintendent
IT Assist	Subu, Marine Applications Manager
Ship – IVS ATSUGI	Master / Capt. NHAN

### 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, P&I Club, Media company will be simulated without using actual contact.
- 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 in Singapore office and other members using MS Team. The video conference shall be treated equivalent to the emergency response centre.
- Debriefing shall be held 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 Cargo Hold while loading scrap iron cargo”

While vessel **IVS ATSUGI** loading scrap iron cargo in port, Duty officer reported fire in cargo hold no. 3 in scrap iron.

Fire alarm was raised and announcement on PA ‘Fire in Cargo Hold No.3’ on board the vessel.

Master called 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.

Crew tried to fight the fire using all means at his disposal, closed cargo hold and shut air vents.

Started boundary cooling. Informed about fire incident to Port Authority and stevedores were disembarked from the vessel. Master updated fire situation to office.

Vessel not equipped with CO2 fixed fire system for cargo holds, shore assistance required in port to fight fire.

#### **Parties Involved:**

- Ship – IVS ATSUGI
- ECR office team
- P&I Club (Simulation)

- H&M (Simulation)
- Flag state (Simulation)
- Class (Simulation)
- Port State Contact point / Port Authority (Simulation)
- Media Company (Simulation)
- Agent (Simulation)
- Owner/Charterer

## 5. Sequence of Events (Singapore date and time)

<u>Date</u>	<u>TIME</u>	<u>Initial</u>	<u>Event Details</u>
11-JUL-2025	1502	RS/DPA	Master reported fire in cargo hold no.3 at Mina Saqr, UAE while loading scrap cargo. Master has activated the contingency plan. Emergency alarm has been activated. No injuries, casualties or damages are reported. No oil spills reported. 32500 MT cargo on board, all holds are with cargo. About 857 MT bunkers.
11-JUL-2025	1505	RS	Incident informed to Head of Risk and other members present in office. It was decided to set up Emergency Response Team in office.
11-JUL-2025	1507	RS	Group was created on WhatsApp with Master for quick exchange of information with master and to assist him.
11-JUL-2025	1509	RS	MS Team invitation sent to office staff (Emergency Response Team members)
11-JUL-2025	1515	RS	Initial report on this incident sent to office staff. Singapore office members assembled in Emergency Response room and remaining members via MS Team
11-JUL-2025	1521	NWU	No.3 cargo hold was closed. Vessel Team proceeding to carry out boundary cooling near cargo hold No.3 & No.4. Remark: CO2 system is not available for cargo hold.
11-JUL-2025	1521	Yin	GA plan was checked for the location of fuel tanks, No. 3 WBT located under cargo hold no. 3.
11-JUL-2025	1526	RS	Master was contacted and information was exchanged.
11-JUL-2025	1523	NWU	Vessel advised that port authorities has been informed. Shore team has been arranged.
11-JUL-2025	1524	Raja	Informed NAVIGATE MEDIA the Initial report by Captain RAJA.
11-JUL-2025	1526	RS	Master was contacted by phone and information was exchanged.
11-JUL-2025	1529	RS	Informed Owner the Initial report by Captain RAJESH.

11-JUL-2025	1530	Master	Shore team arrived. Opened No.3 cargo hold and shore team use the fire hose to extinguish the fire. Vessel Team to continue carry out boundary cooling near cargo hold No.3 & No.4. Master reported that no oil spill found so far.
11-JUL-2025	1533	RS	Information exchanged with Master over phone. Master was advised against posting any picture on social media. Master was advised to overflow WBT No. 3 for assisting in boundary colling after checking stresses and stability condition using Loading computer..
11-JUL-2025	1536	Rey/TSI	Informed Flag / Class / H&M / P&I the Initial report by TSI REY.
11-JUL-2025	1537	Jake/TSI	SITREP 01 updated and sent by TSI JAKE.
11-JUL-2025	1540	Master	Master reported fire extinguished by shore team. No.3 cargo hold with all ventilations closed. Vessel Team continue carry out boundary cooling near cargo hold No.3 & No.4. Vessel team ballast NO.3 WBT for boundary cooling. Stability and strength checked and confirmed all in acceptable range. SITREP 02 updated and sent by TSI JAKE.
11-JUL-2025	1541	Liu/MSI	Informed National response centre (SOPEP Contact point) using the Initial report by Captain LIU.
11-JUL-2025	1545	RS	Information exchanged with Master over phone.
11-JUL-2025	1548	Jake	Boundary cooling still being carried out. Cargo hold conditions are being monitored every 30min. SITREP 03 (The final SITREP ) updated and sent by TSI JAKE.
11-JUL-2025	1552	RS	Drill completed.

## 6. Conclusion

Drill was discussed and following areas were identified for improvement.

S.No.	Description	Target completion date	Responsibility	Completion date
1.	Vessel's Principal Particulars plan/drawing by Yard indicates CO2 fixed firefighting system in cargo holds. However, ship is not fitted with CO2 fixed firefighting system in cargo holds. Principal Particulars Drawing needs to be corrected.	31 Aug 2025	TSI	
2.				

**Refer attached appendices:**

Appendix A – Initial report & SITREP

Appendix B – External Notifications

Appendix C – Shipboard drill report

## APPENDIX - A

**Rajesh Sharma**

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**From:** Rajesh Sharma  
**Sent:** Friday, 11 July 2025 15:15  
**To:** GSH Global Emergencies  
**Cc:** Martin Henry - TM  
**Subject:** Ship Shore DRILL DRILL DRILL - 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: DRILL DRILL DRILL - Fire in cargo hold

<b>Ship Name</b>	IVS ATSUGI
<ul style="list-style-type: none"><li><b>Date / Time of call from vessel:</b></li></ul>	11 July 2025 @ 1503 hrs Singapore time
<b>Who contacted the Office:</b>	Master
<ul style="list-style-type: none"><li><b>Description of Incident:</b></li></ul>	Fire was noticed in cargo hold no. 3 when loading steel scrap cargo Master has activated the contingency plan

<ul style="list-style-type: none"> <li>• <b>Location of incident on board:</b></li> </ul>	Cargo hold no. 3
<ul style="list-style-type: none"> <li>• <b>Any injuries / casualties:</b></li> </ul>	Nil
<ul style="list-style-type: none"> <li>• <b>Damages:</b></li> </ul>	Not yet established
<ul style="list-style-type: none"> <li>• <b>Date / Time of incident on board:</b></li> </ul>	11 July / 1100 hrs
<ul style="list-style-type: none"> <li>• <b>Ship's position:</b></li> </ul>	Mina Saqr, UAE alongside jetty
<ul style="list-style-type: none"> <li>• <b>Course</b></li> </ul>	NA
<ul style="list-style-type: none"> <li>• <b>Speed</b></li> </ul>	NA
<b>Draft / free board in M</b>	F-5.2 Aft -6.9
<ul style="list-style-type: none"> <li>• <b>Cargo On-board and quantity:</b></li> </ul>	32500 MT cargo on board, all holds are with cargo
<ul style="list-style-type: none"> <li>• <b>Bunker quantity on board:</b></li> </ul>	857 MT
<ul style="list-style-type: none"> <li>• <b>Any Oil Spill:</b></li> </ul>	NIL
<ul style="list-style-type: none"> <li>• <b>Approx Quantity spilt over board:</b></li> </ul>	NIL
<ul style="list-style-type: none"> <li>• <b>Next Port and distance</b></li> </ul>	NA

**Weather conditions:** (upload from podium)



***Reminder: Master/Office to follow the relevant contingency plan***



## Rajesh Sharma

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**From:** Rajesh Sharma  
**Sent:** Friday, 11 July 2025 15:52  
**To:** GSH Global Emergencies  
**Cc:** Martin Henry - TM; Kevin Grant Leach-Smith  
**Subject:** RE: IVS ATSUGI - DRILL DRILL DRILL - SITREP 03 - FIRE IN CARGO HOLD NO.3

Drill has been completed.

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**From:** Jake Phillips <JakeP@ivs-services.com>  
**Sent:** Friday, 11 July 2025 15:48 pm  
**To:** GSH Global Emergencies <globalerc@ivs-services.com>  
**Subject:** RE: IVS ATSUGI - DRILL DRILL DRILL - SITREP 03 - FIRE IN CARGO HOLD NO.3

### DRILL DRILL DRILL

#### FOLLOW UP SITUATION REPORT

<b>Ship Name:</b>	IVS ATSUGI
<b>SITREP No:</b>	03
<b>Date and Time (UTC) of situation report</b>	11 July 2025 / 07H45UTC
<b><u>Summary / Update of the incident</u></b>	
<b>Update of the incident</b>	11:40lt fire in hold No.3 completely extinguished by shore team and crew still ballasting in WBT3 for boundary cooling. Cargo hold has been sealed and all vents shut, and boundary cooling still being carried out. Cargo hold conditions are being monitored every 30min.
<b>Information received from:</b>	Master
<b>Number/Details of Casualties:</b>	NIL
<b>• Damage:</b>	Not yet established
<b>Any external assistance required:</b>	Shore fire fighting team
<b>Authorities Involved:</b>	Port control, ClassNK, Flag, H&M, P&I informed
<b>Emergency Services Involved:</b>	Port control authorities
<b>Response Services Involved:</b>	Port shore fire fighting team.
<b>Company Emergency Response Activities:</b>	NA
<b>Press Media Coverage</b>	Media informed.

<b>Press Response:</b>	NA
<b><u>Report Sheet Issued By:</u></b>	
<b>Name:</b>	Jake Phillips
<b>Title:</b>	Technical Superintendent
<b>Contact Details:</b>	<a href="mailto:jakep@ivs-services.com">jakep@ivs-services.com</a>



Regards  
Jake Phillips



Island View Shipping Services

| 📞 +27 (0)82 791 8940

| ✉ [jakep@ivs-services.com](mailto:jakep@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).

**From:** Jake Phillips  
**Sent:** Friday, 11 July 2025 09:39 AM  
**To:** GSH Global Emergencies <[globalerc@ivs-services.com](mailto:globalerc@ivs-services.com)>  
**Subject:** RE: IVS ATSUGI - DRILL DRILL DRILL - SITREP 02 - FIRE IN CARGO HOLD NO.3



**DRILL DRILL DRILL**

### **FOLLOW UP SITUATION REPORT**

<b>Ship Name:</b>	IVS ATSUGI
<b>SITREP No:</b>	02
<b>Date and Time (UTC) of situation report</b>	11 July 2025 / 07H30UTC
<b><u>Summary / Update of the incident</u></b>	
<b>Update of the incident</b>	Fire extinguished in Cargo hold no.3 by direct water spray from ships fire main supplied from ships fire pumps. Boundary cooling of adjacent spaces still being maintained. Vessel will commence ballasting of WBT No.3 (P&S) including TST which should be overflowed to further assist with boundary cooling. Crew advised not to post any pictures of the incident. Port authorities are now onboard and advised they will fight the fire using fire hose with water spray directly onto cargo within cargo hold no.3.

<b>Information received from:</b>	Master
<b>Number/Details of Casualties:</b>	NIL
• <b>Damage:</b>	Not yet established
<b>Any external assistance required:</b>	Port shore fire fighting team onboard.
<b>Authorities Involved:</b>	Port fire fighting team
<b>Emergency Services Involved:</b>	Port fire fighting team
<b>Response Services Involved:</b>	Port fire fighting team
<b>Company Emergency Response Activities:</b>	NA
<b>Press Media Coverage</b>	Media informed
<b>Press Response:</b>	NA
<b><u>Report Sheet Issued By:</u></b>	
<b>Name:</b>	Jake Phillips
<b>Title:</b>	Technical Superintendent
<b>Contact Details:</b>	<a href="mailto:jakep@ivs-services.com">jakep@ivs-services.com</a>

Regards  
Jake Phillips



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| ✉ [jakep@ivs-services.com](mailto:jakep@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).

**From:** Jake Phillips  
**Sent:** Friday, 11 July 2025 09:37 AM  
**To:** GSH Global Emergencies <[globalerc@ivs-services.com](mailto:globalerc@ivs-services.com)>  
**Subject:** IVS ATSUGI - DRILL DRILL DRILL - SITREP 01 - FIRE IN CARGO HOLD NO.3

**DRILL DRILL DRILL**

### **FOLLOW UP SITUATION REPORT**

<b>Ship Name:</b>	IVS ATSUGI
<b>SITREP No:</b>	01

<b>Date and Time (UTC) of situation report</b>	11 July 2025 / 07H22UTC
<b><u>Summary / Update of the incident</u></b>	
<b>Update of the incident</b>	Vessel fire fighting by means of direct water spray onto cargo from ships fire main. No CO2 system for cargo holds fitted onboard. Boundary cooling on adjacent compartments being carried out. Awaiting shore fire fighting team.
<b>Information received from:</b>	Master
<b>Number/Details of Casualties:</b>	NIL
• <b>Damage:</b>	Not yet established
<b>Any external assistance required:</b>	Yes, shore fire fighting assistance required
<b>Authorities Involved:</b>	No authorities not yet involved. Port control informed.
<b>Emergency Services Involved:</b>	Port control informed
<b>Response Services Involved:</b>	No services involved as of yet
<b>Company Emergency Response Activities:</b>	Advise vessel to fill up WBT No.3 (P&S) to assist with boundary cooling. Vessel to check hull stresses as vessel is partially loaded.
<b>Press Media Coverage</b>	Informed Navigate Media. Crew to be informed not to post pictures of the incident
<b>Press Response:</b>	Not yet received.
<b><u>Report Sheet Issued By:</u></b>	
<b>Name:</b>	Jake Phillips
<b>Title:</b>	Technical Superintendent
<b>Contact Details:</b>	<a href="mailto:jakep@ivsservices.com">jakep@ivsservices.com</a>



Regards  
Jake Phillips




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| ✉ [jakep@ivs-services.com](mailto:jakep@ivs-services.com)

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## APPENDIX - B

**Rajesh Sharma**

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**From:** Rajaraman Krishnamoorthy  
**Sent:** Friday, 11 July 2025 15:29  
**To:** GSH Global Emergencies  
**Cc:** Kevin Grant Leach-Smith  
**Subject:** Fw: Ship Shore DRILL DRILL DRILL - INITIAL REPORT - IVS ATSUGI

**TO: OWNERS**

Good day

Please note that Master of IVS ATSUGI reported fire in cargo hold no 3 when loading scrap cargo at MINA SAQR.

Please find 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: DRILL DRILL DRILL - Fire in cargo hold**

<b>Ship Name</b>	IVS ATSUGI
<b>○ Date / Time of call from vessel:</b>	11 July 2025 @ 1503 hrs Singapore time

<b>Who contacted the Office:</b>	Master
○ <b>Description of Incident:</b>	Fire was noticed in cargo hold no. 3 when loading steel scrap cargo Master has activated the contingency plan
○ <b>Location of incident on board:</b>	Cargo hold no. 3
○ <b>Any injuries / casualties:</b>	Nil
○ <b>Damages:</b>	Not yet established
○ <b>Date / Time of incident on board:</b>	11 July / 1100 hrs
○ <b>Ship's position:</b>	Mina Saqr, UAE alongside jetty
○ <b>Course</b>	NA
○ <b>Speed</b>	NA
<b>Draft / free board in M</b>	F-5.2 Aft -6.9
○ <b>Cargo On-board and quantity:</b>	32500 MT cargo on board, all holds are with cargo
○ <b>Bunker quantity on board:</b>	857 MT
○ <b>Any Oil Spill:</b>	NIL
○ <b>Approx Quantity spilt over board:</b>	NIL
○ <b>Next Port and distance</b>	NA

**Weather conditions:** (upload from podium)



**Reminder: Master/Office to follow the relevant contingency plan**

**Rajesh Sharma**

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**From:** Reynaldo Gonzales  
**Sent:** Friday, 11 July 2025 15:36  
**To:** GSH Global Emergencies  
**Cc:** TECH - IVS Atsugi; IVS RISK; Zhengwei YIN; Jake Phillips; Rajesh Sharma; Rajaraman Krishnamoorthy; Mads Walther  
**Subject:** Fw: Ship Shore DRILL DRILL DRILL - INITIAL REPORT - IVS ATSUGI

Dear Sir,

To: MPA Singapore  
To: NK Class  
To H&M  
To: P&I  
To: Agents

IRE: IVS ATSUGI IMO No. #9838527 - DRILL / DRILL / DRILL

Good day

Please note that Master of IVS ATSUGI reported fire in cargo hold no 3 when loading scrap cargo at MINA SAQR.

Please find 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: DRILL DRILL DRILL - Fire in cargo hold

<b>Ship Name</b>	IVS ATSUGI
<ul style="list-style-type: none"> <li><b>Date / Time of call from vessel:</b></li> </ul>	11 July 2025 @ 1503 hrs Singapore time
<b>Who contacted the Office:</b>	Master
<ul style="list-style-type: none"> <li><b>Description of Incident:</b></li> </ul>	Fire was noticed in cargo hold no. 3 when loading steel scrap cargo Master has activated the contingency plan
<ul style="list-style-type: none"> <li><b>Location of incident on board:</b></li> </ul>	Cargo hold no. 3
<ul style="list-style-type: none"> <li><b>Any injuries / casualties:</b></li> </ul>	Nil
<ul style="list-style-type: none"> <li><b>Damages:</b></li> </ul>	Not yet established
<ul style="list-style-type: none"> <li><b>Date / Time of incident on board:</b></li> </ul>	11 July / 1100 hrs
<ul style="list-style-type: none"> <li><b>Ship's position:</b></li> </ul>	Mina Saqr, UAE alongside jetty
<ul style="list-style-type: none"> <li><b>Course</b></li> </ul>	NA
<ul style="list-style-type: none"> <li><b>Speed</b></li> </ul>	NA
<b>Draft / free board in M</b>	F-5.2 Aft -6.9
<ul style="list-style-type: none"> <li><b>Cargo On-board and quantity:</b></li> </ul>	32500 MT cargo on board, all holds are with cargo

<ul style="list-style-type: none"> <li>○ <b>Bunker quantity on board:</b></li> </ul>	857 MT
<ul style="list-style-type: none"> <li>○ <b>Any Oil Spill:</b></li> </ul>	NIL
<ul style="list-style-type: none"> <li>○ <b>Approx Quantity spilt over board:</b></li> </ul>	NIL
<ul style="list-style-type: none"> <li>○ <b>Next Port and distance</b></li> </ul>	NA
<p><b><u>Weather conditions:</u></b> (upload from podium)</p>	 <p><b>Vessel Course and Weather</b></p> <p><b>323°</b> COURSE</p> <p><b>18.85 kts</b> WIND SPD 10M</p> <p><b>195°</b> WIND DIR 10M</p> <p><b>2.20 m</b> SIG WAVE HT</p> <p><b>187°</b> PRIMARY WAVE DIR</p> <p><b>1.48 kts</b> CURRENT SPD</p> <p><b>025°</b> CURRENT DIR</p>

**Reminder: Master/Office to follow the relevant contingency plan**

## Rajesh Sharma

---

**From:** Hai Jian Liu  
**Sent:** Friday, 11 July 2025 15:41  
**To:** GSH Global Emergencies  
**Cc:** TECH - IVS Atsugi; IVS RISK; Zhengwei YIN; Jake Phillips; Rajesh Sharma; Rajaraman Krishnamoorthy; Mads Walther  
**Subject:** Ship Shore DRILL DRILL DRILL - INITIAL REPORT - IVS ATSUGI

To; National response center

IRE: IVS ATSUGI IMO No. #9838527 - DRILL / DRILL / DRILL

Dear Sir,

Good day

Please note that Master of IVS ATSUGI reported fire in cargo hold no 3 when loading scrap cargo at MINA SAQR. Currently, shore fire fighters are fighting the fire with assistance from ship crew.

Please find initial report.

We will keep you posted.



[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 : DRILL DRILL DRILL - Fire in cargo hold**

<b>Ship Name</b>	IVS ATSUGI
○ <b>Date / Time of call from vessel:</b>	11 July 2025 @ 1503 hrs Singapore time
<b>Who contacted the Office:</b>	Master
○ <b>Description of Incident:</b>	Fire was noticed in cargo hold no. 3 when loading steel scrap cargo Master has activated the contingency plan
○ <b>Location of incident on board:</b>	Cargo hold no. 3
○ <b>Any injuries / casualties:</b>	Nil
○ <b>Damages:</b>	Not yet established
○ <b>Date / Time of incident on board:</b>	11 July / 1100 hrs
○ <b>Ship's position:</b>	Mina Saqr, UAE alongside jetty
○ <b>Course</b>	NA
○ <b>Speed</b>	NA
<b>Draft / free board in M</b>	F-5.2 Aft -6.9
○ <b>Cargo On-board and quantity:</b>	32500 MT cargo on board, all holds are with cargo

<ul style="list-style-type: none"> <li>○ <b>Bunker quantity on board:</b></li> </ul>	857 MT
<ul style="list-style-type: none"> <li>○ <b>Any Oil Spill:</b></li> </ul>	NIL
<ul style="list-style-type: none"> <li>○ <b>Approx Quantity spilt over board:</b></li> </ul>	NIL
<ul style="list-style-type: none"> <li>○ <b>Next Port and distance</b></li> </ul>	NA
<p><b><u>Weather conditions:</u></b> (upload from podium)</p>	 <p>Vessel Course and Weather</p> <p><b>323°</b> COURSE</p> <p><b>18.85 kts</b> WIND SPD 10M</p> <p><b>195°</b> WIND DIR 10M</p> <p><b>2.20 m</b> SIG WAVE HT</p> <p><b>187°</b> PRIMARY WAVE DIR</p> <p><b>1.48 kts</b> CURRENT SPD</p> <p><b>025°</b> CURRENT DIR</p>

**Reminder: Master/Office to follow the relevant contingency plan**


Best Regards

Capt. Haijian LIU  
Marine Superintendent



For and on behalf of Owners as Agents only.

Island View Shipping Services  
1 Temasek Avenue  
#10-02 Millenia Tower Singapore 039192  
Mobile: +86 13802066180  
Email: [HaijianL@ivs-services.com](mailto:HaijianL@ivs-services.com)

 TAMAR SHIP MANAGEMENT	HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM  <b>EMERGENCY DRILL AND TRAINING REPORT</b>  REPORTING FORMS MANUAL	Form : 3.2.3 Page <b>1</b> of <b>4</b> Date : 01-Feb-24 Rev : 10.0 App By: BMM
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Ship's Name :	IVS ATSUGI
Date / Time :	11-JUL-2025 / 11:00-11:40
Location :	IN PORT, MINA SAQR, U.A.E.
Weather :	CLOUDY

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 IN CARGO HOLD NO. 3 WHILE LOADING SCRAP IRON
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### Record of Events:

Trainer/Lecturer: CAPT. NGUYEN CONG NHAN C/E NGUYEN TRUNG DUNG C/O PHAM TRUNG HIEU 2/E PHAM XUAN TRUONG		
ATTENDEES:		
2/O PHAM VAN LINH	A/B-1 NGUYEN VAN CONG	OLR-1 NGUYEN CANH TUAN
3/O TRAN HOANG HUY	A/B-2 TONG DANG LONG	ETO NGUYEN THANH DIEM
3/E PHAM NGOC TIEN	A/B-3 NGUYEN THE VINH	C/CK VU VAN LINH
D/CDT THAI THI MY TIEN	O/S LE TRONG TOAN	M/MAN TUONG DUY DONG
BSN DAM VAN HOANG	OLR- 2 NGUYEN KIEN AN (DUTY)	FTR DANG VAN PHUC
WPR DAO XUAN DUONG		

AT 11:00 HRS. MASTER SOUNDED THE EMERGENCY ALARM CONSISTING OF 1 CONTINUOUS BLAST FOLLOWED BY THE ANNOUNCEMENT THRU PUBLIC ADDRESS "THIS IS A DRILL" X3, "FIRE IN CARGO HOLD NO.3". ALL HANDS PROCEED TO THE MUSTERS STATION.

AT 11:02 HRS TEAM LEADER ESTABLISHED COMMUNICATION TO THE BRIDGE THAT ALL CREW ARE ACCOUNTED (EXEPT MASTER & DUTY OFFICER ON BRIDGE, DUTY ENGINEER AND 01 OLR ON DUTY), READY AND WAITING FOR INSTRUCTIONS. MASTER ACKNOWLEDGED AND ORDERED ALL CREW PREPARE FOR FIRE FIGHTING.

AT 11:04 HRS DSC MESSAGE AND VOICE BROADCAST COMPLETED CARRIED OUT ON VHF CH 16 & MF CH 2182 MHZ, EMAIL SEND TO RELATED PARTY, SHORE FACILITY & AGENT, CALL MADE TO INFORM COMPANY.

AT 11:05 HRS JULIET FLAG RAISED.

AT 11:09 HRS FIREMANS CHECKED AND TESTED SCBA PRESSURE /MASKES /ALARMS /NO SIGN OF DAMAGE, LEAKAGE / WORKING TORCH LIGHTS, RADIOS... CONFIRMED ALL IN GOOD ORDER BEFORE WEARING FIREMAN OUTFIT. SCBA PRESSURE: 150

AT 11:09 HRS ALL SHORE PERSONNEL ACCOUNTED FOR AND LEFT THE VESSEL VIA GANGWAYS

AT 11:10 HRS ETO REPORT POWER TO AREA NEAR CARGO HOLD NO 3 HAVE BEEN SWITCHED OFF. ADDITIONAL GE STARTED AND SYNCHRONIZED IN TO MAIN POWER LINE

AT 11:11 HRS SUPPORTING TEAM REPORTED ALL ENTRANCE INTO CARGO HOLD NO3 CHECKED: NO PERSONNEL REPORT INSIDE CARGO HOLD, ALL ENTRANCE CLOSED TIGHT, VENTILATION AND ENTRANCE TO NEAR-BY CARGO HOLD & PAINT STORE CLOSED TIGHT TO PREVENT FURTHER FIRE LOCARTION, FIRE HOSES READY FOR BOUDERY COOLING OF HATCH COVER, AREA AROUND CARGO NO 3 AND FIRE FIGHTING.

AT 11:11 HRS EMER'CY FIRE PUMP READY

AT 11:12 HRS ALL FIRE PUMP STARTED



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AT 11:13 HRS BOUDARY COOLING STARTED AND IN PROGRESS  
AT 11:27 HRS FIREMAN CLOSED HATCH COVER NO 3, ALL VENTILATION TO CARGO HOLD CHECKED AND CLOSED TIGHT, BOUDARY COOLING CONTINUE IN PROGRESS, AWAITING SHORE TEAM.  
AT 11:30 HRS SHORE TEAM COMING ON BOARD TO CONTINUE EXTINGUISHED THE FIRE. HATCH COVER RE-OPEN. CREW MEMBER AND SHIP'S FIREMAN CONTINUE WITH BOUDARY COOLING.  
AT 11:35 HRS FIREMAN REPORT SMOKE STOP COMING OUT OF CARGO HOLD NO 3. TEMPATURE OF CARGO HOLD NO 3 RETURN TO NORMAL SURROUNDING TEMP. NO MORE SIGN OF FIRE.  
AT 11:36 HRS VOICE BROADCAST COMPLETED CARRIED OUT ON VHF CH 16 & MF CH 2182 MHZ, EMAIL SEND TO RELATED PARTY, SHORE FACILITY & AGENT, CALL MADE TO INFORM COMPANY THAT FIRE IN CARGO HOLD NO 3 IS UNDER CONTROL.  
AT 11:38 HRS DRILL STOPPED, ALL CREW GATHER AT MUSTER STATION FORE AFT-DRILL MEETING  
AT 11:40 HRS CREW DISMISS. FIRE IN CARGO HOLD NO 3 DRILL FINISHED

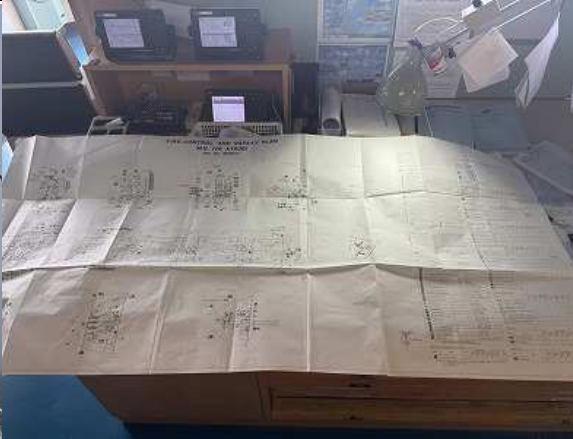
**Debriefing** (Evaluation/Feedback/Suggestions for improvement/Identification of training needs etc):

All crew participated well in training with interest and willing to improve their knowledge in handling such operation especially during actual emergency.

**Completion of Training** (if identified during debriefing):

**EVALUATION REPORT:**

1. Difficulty raised during the drill – Crew carried out the drill satisfactorily.
2. Crew performance – Overall, well executed as per muster list and individual duties.
3. Proposal for improvement – Regular training and drill to be well familiar and consistent.
4. Lesson Learned – Crew learned the importance of prevention, initial action, communication and proper execution during the drill;









HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT  
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NGUYEN CONG NHAN  
\_\_\_\_\_  
Master's Name/Signature

TRAN HOANG HUY  
\_\_\_\_\_  
Deck Officer's Name/Signature