

Tamar Ship Management Pte. Ltd., Singapore

EMERGENCY RESPONSE CENTRE EXERCISE REPORT: 27 October 2025, “Engine failure, Grounding, Oil Pollution and Crew Injury at South West Korean coast, enroute to Incheon” on MV SUNNY SANDRA

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 Fairmont 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

<u>Function</u>	<u>Name of Person</u>
Incident Manager	Ashish Kambo, Alt DPA CSO/Marine Manager
Incident Coordinator	Rajesh, DPA
Risk Coordinator	Rajesh, DPA
Technical Coordinator	Yin Zheng Wei, Sr. Technical Superintendent
Technical support	Yogesh, Technical Superintendent
Crew Coordinator	Joyce Legaspi Crewing Officer
Risk Support	Ning Wu, Marine Supt.
Event support	Felicia Hong, Marine Officer
IT Assist	Subu, IT Manager
Ship – SUNNY SANDRA	Master / Captain Thanh Tuan DANG

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.
- The Master shall follow-up this exercise with a debriefing and evaluation, involving all the exercise participants, use Form 3.2.3

4. Scenario Summary – Exercise , “Engine failure, Grounding, Oil Pollution and Crew Injury at South West Korean coast, enroute to Incheon”

Sunny Sandra while arriving port Incheon, S. Korea suffered main engine failure. Cylinder liner crack was suspected. Sea and wind were adverse with wind direction blowing onshore (BF scale 7). While main engine was being repaired, vessel was drifting fast ashore to shallow waters. Master activated the engine failure contingency plan, as a contingency measure, master dropped port anchor to hold the vessel in position but due to poor holding ground with strong winds vessel started dragging the anchor and finally went aground in shallow waters.

Master activated vessel aground contingency plan.

All tanks and cargo hold bilges were sounded. Initially no change of soundings. After oil seen was sighted around the vessel, the sounding of fuel oil tanks was re-checked for any water ingress using water finding paste.

Master activated the Oil Pollution contingency plan.

The ingress of water was reported in No.5 FOT (P) and change of water level in WBT No. 5 (P).

Necessary notifications were made by Master and Office.

Master got a call from engine room that one crew member (oiler) severely injured while engaged in repairing of main engine. His head was injured by crane hook bleeding profusely requiring medical attention ashore. Master activated the serious injury contingency plan. Agent is contacted for

arranging the boat for medical evacuation while first aid was given on board to stop bleeding. The breach of bottom hull was suspected in way of FOT No.5 (P) and WBT No.5 (P). Transfer of oil from FOT No. 5 (P) to empty FOT No. 1 (S) was planned and carried out to reduce escaping of oil from the FOT No. 5. Master updated office the ship's stability condition with loading computer result – Cargo/ballast/FW/bunker condition.

Parties Involved:

- Ship – SUNNY SANDRA
- ECR office team
- P&I Club
- H&M
- Flag state
- Class
- Port State Contact point / Port Authority (Simulation)
- Media Company
- Agent (Simulation)
- Owner/Charterer
- Towage Company

5. Sequence of Events (Singapore date and time)

<u>Date</u>	<u>TIME</u>	<u>Initial</u>	<u>Event Details</u>	<u>Action</u>
27-Oct-2025	1645		VSL informs DPA about ME trouble	
27-Oct-2025	1649		Engine Stopped	
27-Oct-2025	1657		TSI instructions passed to vessel	
27-Oct-2025	1702		VSL drifting to nearest land. Master dropped anchor	
27-Oct-2025	1710		Master calls 24 hours emergency	
27-Oct-2025	1716		Tug boats called for assistance MSTR reported VSL grounding. The situation being monitored	
27-Oct-2025	1717		WPS appointed local agent/ Liberia Flag informed	
27-Oct-2025	1720		DPA instructs MSTR for crew vitals to be monitored, & VSL soundings	
27-Oct-2025	1722		Diving Agency contacted for Assistance	
27-Oct-2025	1728		WPS contacts tug boat for information on the way	
27-Oct-2025	1732		MSTR Reports oil sheen in way of cargo hold no. 5 // Diving company confirms attendance	
27-Oct-2025	1736		MRCC Informs Helicopter is standby for crew evacuation, MSTR to keep crew ready for Evacuation	
27-Oct-2025	1740		Owner Rep informed about present status & Measure taken till present moment	
27-Oct-2025	1753		MSTR Informed for the crew evacuated by Helicopter	
27-Oct-2025	1800		Crew Head Count taken to 19 person Oiler evacuated	
27-Oct-2025	1805		2 tugboats Reported Alongside VSL by Maste, Next high tide is 2hours later	

27-Oct-2025	1814		Gard (Hull Insurance) Acknowledged, DD Slot for vessel Stay	
27-Oct-2025	1820		Master informed about vessel refloated with help of Tugs / diver to proceed to check the hull condition	
27-Oct-2025	1821		Mstr informed Oil Response Team Onsite , spread oil booms	
27-Oct-2025	1822		Norwegian Club Informed and Acknowledged	
27-Oct-2025	1830		P&I club informed about crew injury, update of crew status	
27-Oct-2025	1840		Diver and class surveyor assessment of damage completed, vessel allow to sail to DD for permanent repairs	
27-Oct-2025	1842		Crew Next of Kin, informed of the medical condition	
27-Oct-2025	1843		WPS to arrange inwards clearance for vessel to sail	
27-Oct-2025	1845		Mstr informed about DD coordinates, ME to be operated at safe slow speed to DD as per manual	
27-Oct-2025	1900		Vessel sails to DD for 190n-M, total time required 21 hours from present location	
27-Oct-2025	1900		Drill Completed	

6. Conclusion

Drill Overview:

The emergency response drill was conducted effectively, simulating a realistic incident scenario involving both shipboard and shore-based teams. The drill demonstrated good planning, coordination and participation across all parties involved.

Good Observations

1. The drill was well coordinated and executed according to the planned sequence of events. All participants were aware of their roles and responsibilities, which allowed the exercise to progress smoothly.
2. All external parties involved were properly informed in advance, ensuring good participation and engagement throughout the drill.
3. Each team member understood their duties clearly and performed them professionally, reflecting good training and preparedness.
4. Extending the drill beyond regular office hours was commendable, as it reinforced the understanding that emergencies can occur at any time and tested the team's readiness under less routine conditions.
5. The crewing team coordinated effectively with other departments, showing strong internal communication and teamwork.
6. The whiteboard was effectively used for situational updates. It was agreed that the board will be brought along to the next office for easier use during future emergencies.

Areas for Improvement

1. When the Incident Coordinator is in discussion with the Master, the conversation should be shared with all Emergency Response Team (ERT) members present in the room to maintain situational awareness.
Members should step outside if they need to take phone calls, to avoid disruption.
2. The ERC room should have a clear “**In Operation**” sign hung outside during drills or real incidents to minimize unnecessary interruptions.
3. The Navigate Response Media Team initially referred to the exercise as a “Taylor Drill,” whereas it was a **Fairmont Shipping Singapore Drill**. This has since been corrected, but better alignment between teams is needed at the outset of future exercises.
4. Vessel’s Captain was observed rushing to the scene. During real incidents or drills, calm and measured actions are essential to maintain control and ensure accurate information flow.
5. SITREPs were not sent to Owners and the Media Response Team during the first half of the drill. These should be prepared and vetted by the **Incident Manager** before dissemination to ensure accuracy and consistency.
6. It was recommended that **other superintendent to be also involved** assist with drafting and sending emails to external agencies, allowing Incident Coordinators to focus fully on managing the operational aspects of the incident.
7. Vessel **GA** plans and technical drawings should be renamed properly and organized for quick access in the shared drive. All machinery manuals and reference materials should be available in **English** and easily retrievable during emergencies.

Conclusion

Overall, the drill was conducted successfully with good teamwork, coordination, and communication. The areas identified for improvement are relatively minor but essential to enhance response efficiency and clarity in real emergencies. These points will be addressed in upcoming drills and incorporated into future training sessions.

Refer attached appendices:

Appendix A – Initial report & SITREP
 Appendix B – External Notifications
 Appendix C – Shipboard drill report

Felicia Hong

From: Rajesh Sharma
Sent: Monday, 27 October 2025 17:09
To: Global Emergencies
Subject: Drill Drill Drill

This is a DRill

01. Re Initial Report



[Initial Report](#)

[This is a Drill](#)

All Emails are to be sent to the following address: globalerc@ivs-services.com

Emergency Contact
No:

Call the DPA

Emergency Response Initial Report: DRILL DRILL DRILL - Main engine failure

Ship Name	Sunny Sandra
<ul style="list-style-type: none">Date / Time of call from vessel:	27th Oct 2025/
Who contacted the Office:	Master
<ul style="list-style-type: none">Description of Incident:	Main engine failure, replacing No. 3 cylinder liner, Strong wind drifting vessel towards shallow water

<ul style="list-style-type: none"> • Location of incident on board: 	
<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: 	27th Oct 2025 /
<ul style="list-style-type: none"> • Ship's position: 	34-54 N 125-43.8 E
<ul style="list-style-type: none"> • Course 	010 (T)
<ul style="list-style-type: none"> • Speed 	9 knots
Draft / free board in M	F / 9.92 m , Aft / 10.46 m , Mean draft: 10.19 m, Free board: 4.87m
<ul style="list-style-type: none"> • Cargo On-board and quantity: 	Sawn Timber: 4340.525 Cubic meter / Logs: 8278.268 JAS / Pulp: 21421.604 MT
<ul style="list-style-type: none"> • Bunker quantity on board: 	499 63
<ul style="list-style-type: none"> • Any Oil Spill: 	Not Seen
<ul style="list-style-type: none"> • Approx Quantity spilt over board: 	Nil
<ul style="list-style-type: none"> • Next Port and distance 	Incheon
<u>Weather conditions:</u> (upload from podium)	Cloudy, moderate sea, wind f 5, wnw, 9 nm

Felicia Hong

From: Felicia Hong <FeliciaH@ivs-services.com>
Sent: Monday, 27 October 2025 19:05
To: Global Emergencies; Taylor Maritime - Emergency; operations@navigateresponse.com
Subject: DRILL DRILL DRILL SUNNY SANDRA - SITREP SIX (FINAL)



THIS IS A DRILL

FOLLOW UP SITUATION REPORT

Ship Name:	SUNNY SANDRA
SITREP No:	06 (FINAL)
Date and Time (UTC) of situation report	27 October 2025 / 1855hrs
<u>Summary / Update of the incident</u>	
Update of the incident	<p>Vessel moving at slow safe speed and has been instructed to Isolate the no.3 unit with tug assistance. We have checked and received information with local port authorities and confirm that vessel is cleared for sailing to appointed shipyard for permanent repairs, under tug escort. Port authorities have no objections. 21hours steaming to shipyard 190N-m.</p> <p>Drill has come to completion at 1900hrs.</p>
Information received from:	Master of Sunny Sandra
Number/Details of Casualties:	NIL
• Damage:	NIL

Any external assistance required:	Tug Boat
Authorities Involved:	MRCC Korea
Emergency Services Involved:	Spill Response Team
Response Services Involved:	
Company Emergency Response Activities:	ERC
Press Media Coverage	Navigate Response
Press Response:	RECEIVED BY OWNERS
<u>Report Sheet Issued By:</u>	
Name:	Felicia Hong
Title:	Marine Officer
Contact Details:	97773875

From: Felicia Hong

Sent: Monday, 27 October 2025 18:47 pm

To: Global Emergencies <globalerc@ivs-services.com>; Taylor Maritime - Emergency <emergency@taylormaritime.com>; operations@navigateresponse.com

Subject: DRILL DRILL DRILL SUNNY SANDRA - SITREP FIVE



THIS IS A DRILL

FOLLOW UP SITUATION REPORT

Ship Name:	SUNNY SANDRA
SITREP No:	05

Date and Time (UTC) of situation report	27 October 2025 / 1825hrs
<u>Summary / Update of the incident</u>	
Update of the incident	<p>Water Ballast Tank Quantity 1000 tons. Vessel is afloat with the assistance of two tugs UKC 2 Meters. Rescue Boat and life-saving appliances have been secured and not required. Vessel has been cleared by class surveyor and diver damage assessment has completed. Vessel had breach of hull in way of No. 5 WBT (P) and No. 5 FOT (P) .</p> <p>All oil from No. 5 FOT (P) has been transferred to No. FOT (S) tank.</p> <p>-Vessel is stable with fwd draft 9.96 mtrs / aft draft 10.81 mtrs</p> <p>Water is coming into the No. 5 FOT (P) at a very slow rate of 1 ton per hour due to suspected crack .</p> <p>No. 5 WBT (S) water level is steady , with increase . Sounding is 10 metres .</p> <p>-Class has carried out initial survey together with diving company .</p> <p>Attached survey report and diving report .</p> <p>A crack was observed below No. 5 FOT (P) in way of Frame 36 and a damage to No. 5 WBT (P) hull double bottom observed in way of Frame 38 - 40 .</p> <p>As per attached reports, vessel has been allowed to proceed to below Incheon Shipyard with tug escort in present condition</p> <p>SamKwang Shipbuilding & Engineering Co., Ltd.: Located at 41, 42 Beon-gil, Bose-ro, Dong-gu, Incheon.</p> <p>We have request the agent to obtain the vessel inward clearance, once obtained then vessel will be tow short distance to nearest repair dock.</p>
Information received from:	Master of Sunny Sandra
Number/Details of Casualties:	NIL
• Damage:	NIL
Any external assistance required:	Tug Boat
Authorities Involved:	MRCC Korea
Emergency Services Involved:	Spill Response Team
Response Services Involved:	
Company Emergency Response Activities:	ERC
Press Media Coverage	Navigate Response
Press Response:	NIL
<u>Report Sheet Issued By:</u>	

Name:	Felicia Hong
Title:	Marine Officer
Contact Details:	97773875

From: Felicia Hong

Sent: Monday, 27 October 2025 18:30 pm

To: Global Emergencies <globalerc@ivs-services.com>; Taylor Maritime - Emergency <emergency@taylormaritime.com>; 'operations@navigateresponse.com' <operations@navigateresponse.com>

Subject: DRILL DRILL DRILL SUNNY SANDRA - SITREP FOUR



THIS IS A DRILL

FOLLOW UP SITUATION REPORT

Ship Name:	SUNNY SANDRA
SITREP No:	04
Date and Time (UTC) of situation report	27 October 2025 / 1805hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Dispersants being prepared for oil spill treatment on sea surface. Tug Boat will be assisting to refloat the vessel. All sounding has been increased manually, vessel has afloat. Oil Response team has arrived at the scene and they place the oil boom surrounding the oil collecting the spill. Oiler is in the hospital and Master to take inventory of his luggage for preparing his repatriation. Diving company completed the initial damage inspection, and class surveyor to check the condition of vessel whether vessel can be towed to a safe position which requires approval of the Korean MRCC.
Information received from:	Master of Sunny Sandra
Number/Details of Casualties:	NIL
• Damage:	NIL

Any external assistance required:	Tug Boat
Authorities Involved:	MRCC Korea
Emergency Services Involved:	Spill Response Team
Response Services Involved:	
Company Emergency Response Activities:	ERC
Press Media Coverage	Navigate Response
Press Response:	NIL
<u>Report Sheet Issued By:</u>	
Name:	Felicia Hong
Title:	Marine Officer
Contact Details:	97773875

From: Felicia Hong

Sent: Monday, 27 October 2025 18:09 pm

To: Global Emergencies <globalerc@ivs-services.com>; Taylor Maritime - Emergency <emergency@taylormaritime.com>; 'operations@navigateresponse.com' <operations@navigateresponse.com>

Subject: DRILL DRILL DRILL SUNNY SANDRA - SITREP THREE



THIS IS A DRILL

FOLLOW UP SITUATION REPORT

Ship Name:	SUNNY SANDRA
SITREP No:	03

Date and Time (UTC) of situation report	27 October 2025 / 1745hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Medivac has been activated to evacuate the Oiler, he will be send onshore for further assessment. Dispersants being prepared for oil spill treatment on sea surface. Rescue boat on standby to assist, immersion suits are on standby. Flag State has been updated about current situation. Transferred of the FO from No5 hold to no.1 has completed. Water Level has not increased. Vessel listed 4% towards starboard side. SOPEP international has been contacted. No more further Oil sheen leakage. Oiler has been sent to Seoul national university hospital for attention. Master took headcount and all are accounted for. Divers enroute to the vessel in the couple of hours to check on the severity of the bottom damage. Tug Boat is seen approaching vessel on standby waiting for high tide in 2 hours time for lifting the vessel. Sounding to be taken regularly. Class Surveyor also has been arranged.
Information received from:	Master of Sunny Sandra
Number/Details of Casualties:	01
• Damage:	NIL
Any external assistance required:	Medical Helicopter arranged
Authorities Involved:	MRCC Korea
Emergency Services Involved:	Spill Response Team
Response Services Involved:	
Company Emergency Response Activities:	ERC
Press Media Coverage	Navigate Response
Press Response:	Nil
<u>Report Sheet Issued By:</u>	
Name:	Felicia Hong
Title:	Marine Officer
Contact Details:	97773875

From: Felicia Hong

Sent: Monday, 27 October 2025 17:42 pm

To: Global Emergencies <globalerc@ivs-services.com>

Subject: DRILL DRILL DRILL SUNNY SANDRA - SITREP TWO

THIS IS A DRILL

FOLLOW UP SITUATION REPORT

Ship Name:	SUNNY SANDRA
SITREP No:	02
Date and Time (UTC) of situation report	27 October 2025 / 1725hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Master called and informed that the crane hook hit the Oiler forehead and he got injured. Casualty being transported to the ship hospital for further monitoring. Pulse taken and bleeding is under control, he is conscious and able to communicate. In the meantime, Crewing department is in contact with the tele doctor. Two tug boats are being deployed to the vessel scene to assist in 2 hours time. Oil Seen were observed in way of cargo no.5 hold. Captain took sounding of no. 5 tank, check any empty tank to transfer. Observed water ingressed of about 2cm/ 5mts, portside water ballast tank. Transferred oil from port side No.5 to FO tank no.1 starboard side. Oiler parameters all taken and recorded. Owners has contacted Navigate response media about this.
Information received from:	Master of Sunny Sandra
Number/Details of Casualties:	Oiler hit his forehead
• Damage:	No Damage Is visible
Any external assistance required:	Tug Boat
Authorities Involved:	MRCC Korea/ Liberia Flag State
Emergency Services Involved:	Diving Company contacted
Response Services Involved:	Local Agent WPS appointed
Company Emergency Response Activities:	ERC

Press Media Coverage	Navigate Response informed
Press Response:	Nil
<u>Report Sheet Issued By:</u>	
Name:	Felicia Hong
Title:	Marine Officer
Contact Details:	97773875

Best Regards,

Felicia Hong

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192

Tel: +65 6632 1384 | Mob: +65 9777 3875

For and on behalf of Owners (as Agents only)



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From: Felicia Hong

Sent: Monday, 27 October 2025 17:22 pm

To: Global Emergencies <globalerc@ivs-services.com>

Subject: DRILL DRILL DRILL SUNNY SANDRA - SITREP ONE



THIS IS A DRILL

FOLLOW UP SITUATION REPORT

Ship Name:	SUNNY SANDRA
SITREP No:	01
Date and Time (UTC) of situation report	27 October 2025 / 1705hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Master has called DPA to inform that vessel encounter main engine failure. While coasting towards Incheon, Korea the Main Engine JCFW high temperature alarm activated, with ME pressure and RPM fluctuations observed. Bubbles were seen in the expansion tank and the level dropped, indicating possible leakage. Vessel is facing trouble with the JCW system pressure fluctuations and drop in expansion tank level. Master has stopped the vessel to investigate. DPA advised Master to drop anchor.
Information received from:	Master of Sunny Sandra
Number/Details of Casualties:	NIL
• Damage:	Unknown
Any external assistance required:	TUG BOAT requested
Authorities Involved:	LIBERIA Flagstate/ MRCC Korea
Emergency Services Involved:	NIL
Response Services Involved:	NIL
Company Emergency Response Activities:	ERC
Press Media Coverage	Navigate Response
Press Response:	NIL
<u>Report Sheet Issued By:</u>	
Name:	Felicia Hong
Title:	Marine Officer
Contact Details:	97773875

Best Regards,

Felicia Hong

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192

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Felicia Hong

From: Rajesh Sharma <RajeshS@ivs-services.com>
Sent: Monday, 27 October 2025 19:05
To: Zhu, Chengkang
Cc: Global Emergencies; Sunny Sandra – Master
Subject: RE: Drill Drill Drill -Sunny Sandra

This is Drill

Dear Zhu

Drill finished at 1900 hrs Singapore time. Please monitor the clean up operation.

Thank you for your co-operation.

Kind Regards

Capt. Rajesh Sharma | DPA/CSO

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192

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From: Zhu, Chengkang <chengkang.zhu@gard.no>
Sent: Monday, 27 October 2025 18:42 pm
To: Rajesh Sharma <RajeshS@ivs-services.com>
Cc: Global Emergencies <globalerc@ivs-services.com>; Sunny Sandra – Master <SunnySandra.Master@tamarfleet.com>
Subject: Re: Drill Drill Drill -Sunny Sandra

drill drill drill

Thanks. Please keep me updated.



Kind regards

Chengkang Zhu

Senior Claims Executive, Lawyer

Gard (Singapore) Pte. Ltd

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20 Anson Road, Twenty Anson #07-04 Singapore 079912

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From: Rajesh Sharma <RajeshS@ivs-services.com>
Sent: Monday, October 27, 2025 6:39:23 PM
To: Zhu, Chengkang <chengkang.zhu@gard.no>
Cc: Global Emergencies <globalerc@ivs-services.com>; Sunny Sandra – Master <SunnySandra.Master@tamarfleet.com>
Subject: RE: Drill Drill Drill -Sunny Sandra

This is Drill

Dear Zhu

Clean up company has been arranged and clean up operation is underway.

Kind Regards

Capt. Rajesh Sharma | DPA/CSO
Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192
T +65 6632 1393 | M +65 9777 8773 | E rajeshs@ivs-services.com
For and on behalf of Owners (as Agents only)



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From: Zhu, Chengkang <chengkang.zhu@gard.no>
Sent: Monday, 27 October 2025 18:31 pm
To: Rajesh Sharma <RajeshS@ivs-services.com>
Cc: Global Emergencies <globalerc@ivs-services.com>; Sunny Sandra – Master <SunnySandra.Master@tamarfleet.com>
Subject: Re: Drill Drill Drill -Sunny Sandra

Drill drill Drill,

Dear Sirs,

Thanks. Has the local authority mobilized clean up operation? I will ask our surveyor to monitor the clean up resource. I may also engage ITOPF for clean up advice.

Kind regards

Chengkang Zhu

Senior Claims Executive, Lawyer

Gard (Singapore) Pte. Ltd

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AOH (EMERGENCY): +65 9159 4589

20 Anson Road, Twenty Anson #07-04 Singapore 079912

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From: Rajesh Sharma <RajeshS@ivs-services.com>

Sent: Monday, October 27, 2025 6:29:02 PM

To: Zhu, Chengkang <chengkang.zhu@gard.no>

Cc: Global Emergencies <globalerc@ivs-services.com>; Sunny Sandra – Master <SunnySandra.Master@tamarfleet.com>

Subject: RE: Drill Drill Drill -Sunny Sandra

This is Drill

To: P&I Club - GARD

There was oil seen in way of cargo hold no. 5. Some fuel oil escaped from No. 5(P) FOT. Shore authorities have been informed.

Crew member has been evacuated from the vessel and has been advised. He has been hospitalized in Incheon General Hospital.

Refer below update.

THIS IS A DRILL

FOLLOW UP SITUATION REPORT

Ship Name:	SUNNY SANDRA
SITREP No:	03
Date and Time (UTC) of situation report	27 October 2025 / 1745hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Medivac has been activated to evacuate the Oiler, he will be send onshore for further assessment. Dispersants being prepared for oil

	spill treatment on sea surface. Rescue boat on standby to assist, immersion suits are on standby. Flag State has been updated about current situation. Transferred of the FO from No5 hold to no.1 has completed. Water Level has not increased. Vessel listed 4% towards starboard side. SOPEP international has been contacted. No more further Oil sheen leakage. Oiler has been sent to Seoul national university hospital for attention. Master took headcount and all are accounted for. Divers enroute to the vessel in the couple of hours to check on the severity of the bottom damage. Tug Boat is seen approaching vessel on standby waiting for high tide in 2 hours time for lifting the vessel. Sounding to be taken regularly. Class Surveyor also has been arranged.
Information received from:	Master of Sunny Sandra
Number/Details of Casualties:	01
• Damage:	NIL
Any external assistance required:	Medical Helicopter arranged
Authorities Involved:	MRCC Korea
Emergency Services Involved:	Spill Response Team
Response Services Involved:	
Company Emergency Response Activities:	ERC
Press Media Coverage	Navigate Response
Press Response:	Nil
Report Sheet Issued By:	
Name:	Felicia Hong
Title:	Marine Officer
Contact Details:	97773875

Kind Regards

Capt. Rajesh Sharma | DPA/CSO

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192

T +65 6632 1393 | M +65 9777 8773 | E rajeshs@ivs-services.com

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From: Zhu, Chengkang <chengkang.zhu@gard.no>
Sent: Monday, 27 October 2025 18:05 pm
To: Rajesh Sharma <RajeshS@ivs-services.com>
Cc: Global Emergencies <globalerc@ivs-services.com>
Subject: Re: Drill Drill Drill -Sunny Sandra

Drill Drill Drill

Dear Sirs,

Thanks. Please can you advise what is the status of the oilor. I may engage our local correspondent to assist.

Also wonder if any damage to hull? No oil spill?

Please inform your hull underwriters for possible salvage operation.

Kind regards

Chengkang Zhu

Senior Claims Executive, Lawyer

Gard (Singapore) Pte. Ltd

o: +65 6709 8450

d: +65 6709 8452

m: +65 8339 1487

AOH (EMERGENCY): +65 9159 4589

20 Anson Road, Twenty Anson #07-04 Singapore 079912

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From: Rajesh Sharma <RajeshS@ivs-services.com>
Sent: Monday, October 27, 2025 17:25
To: Zhu, Chengkang <chengkang.zhu@gard.no>
Cc: Global Emergencies <globalerc@ivs-services.com>
Subject: FW: Drill Drill Drill -Sunny Sandra

You don't often get email from rajeshs@ivs-services.com. [Learn why this is important](#)

To: P&I Club GARD
This is drill

Refer below initial incident report, we are to inform that vessel went aground and oiler got injured head severely.

Kind Regards

Capt. Rajesh Sharma | DPA/CSO

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192

T +65 6632 1393 | M +65 9777 8773 | E rajeshs@ivs-services.com

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From: Rajesh Sharma <RajeshS@ivs-services.com>

Sent: Monday, 27 October 2025 17:09 pm

To: Global Emergencies <globalerc@ivs-services.com>

Subject: Drill Drill Drill

This is a DRill

01. Re Initial Report



[Initial Report](#)

[This is a Drill](#)

All Emails are to be sent to the following address: globalerc@ivs-services.com

Emergency Contact

Call the DPA

No:

Emergency Response Initial Report: DRILL DRILL DRILL - Main engine failure

Ship Name	Sunny Sandra
○ Date / Time of call from vessel:	27th Oct 2025/ 1700 hrs Singapore time
Who contacted the Office:	Master
○ Description of Incident:	Main engine failure, replacing No. 3 cylinder liner, Strong wind drifting vessel towards shallow water
○ Location of incident on board:	Main engine failure
○ Any injuries / casualties:	Nil
○ Damages:	Nil
○ Date / Time of incident on board:	27th Oct 2025 /
○ Ship's position:	34-54 N 125-43.8 E
○ Course	010 (T)
○ Speed	9 knots
Draft / free board in M	F / 9.92 m , Aft / 10.46 m , Mean draft: 10.19 m, Free board: 4.87m
○ Cargo On-board and quantity:	Sawn Timber: 4340.525 Cubic meter / Logs: 8278.268 JAS / Pulp: 21421.604 MT
○ Bunker quantity on board:	499 63
○ Any Oil Spill:	Not Seen

<ul style="list-style-type: none"> ○ Approx Quantity spilt over board: 	Nil
<ul style="list-style-type: none"> ○ Next Port and distance 	Incheon
<u>Weather conditions:</u> (upload from podium)	Cloudy, moderate sea, wind f 5, wnw, 9 nm

Felicia Hong

From: Rajesh Sharma <RajeshS@ivs-services.com>
Sent: Monday, 27 October 2025 18:57
To: Sunny Sandra – Master
Cc: Global Emergencies
Subject: DRILL DRILL DRILL - Sunny Sandra

This is DRILL

Hi Captain

As discussed over phone:

Isolate ME no. 3 Unit.

SamKwang Shipbuilding & Engineering Co., Ltd.: Located at 41, 42 Beon-gil, Bose-ro, Dong-gu, Incheon.

Shipyard coordinate: 37-59N, 126-10 E

Vessel to proceed with the escort of tugs at low engine power.

Please advise ETA & Distance from current position 34-54N 125-47E

Local agent has been appointed for necessary clearances.

This is Drill

Kind Regards

Capt. Rajesh Sharma | *DPA/CSO*

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192

T +65 6632 1393 | M +65 9777 8773 | E rajeshs@ivs-services.com

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Felicia Hong

From: Zhengwei YIN
Sent: Monday, 27 October 2025 19:10
To: info@liscr.sg
Cc: Global Emergencies
Subject: RE: DRILL DRILL DRILL MV Sunny Sandra - Engine failure, Grounding and Crew Injury at South West Korean coast, enroute to Incheon - Liberia flag

Dear Sirs and Madams,

THIS IS A DRILL

Pls find below update report for the drill completion.

THIS IS A DRILL

FOLLOW UP SITUATION REPORT

Ship Name:	SUNNY SANDRA
SITREP No:	06 (FINAL)
Date and Time (UTC) of situation report	27 October 2025 / 1855hrs
<u>Summary / Update of the incident</u>	
Update of the incident	<p>Vessel moving at slow safe speed and has been instructed to Isolate the no.3 unit with tug assistance.</p> <p>We have checked and received information with local port authorities and confirm that vessel is cleared for sailing to appointed shipyard for permanent repairs, under tug escort. Port authorities have no objections. 21hours steaming to shipyard 190N-m.</p> <p>Drill has come to completion at 1900hrs.</p>
Information received from:	Master of Sunny Sandra
Number/Details of Casualties:	NIL
• Damage:	NIL
Any external assistance required:	Tug Boat
Authorities Involved:	MRCC Korea
Emergency Services Involved:	Spill Response Team
Response Services Involved:	
Company Emergency Response Activities:	ERC
Press Media Coverage	Navigate Response
Press Response:	RECEIVED BY OWNERS
<u>Report Sheet Issued By:</u>	
Name:	Felicia Hong
Title:	Marine Officer

Best Regards

For and on behalf of Owner's (as Agents only)

Zhengwei YIN | Senior Technical Superintendent

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192

M: +65 97776681 | E: zhengwei.yin@fairmontshipping.com.sg



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From: Zhengwei YIN <ZhengweiY@ivs-services.com>

Sent: Monday, October 27, 2025 7:08 pm

To: info@liscr.sg

Cc: Global Emergencies <globalerc@ivs-services.com>

Subject: RE: DRILL DRILL DRILL MV Sunny Sandra - Engine failure, Grounding and Crew Injury at South West Korean coast, enroute to Incheon - Liberia flag

Dear Sirs and Madams,

THIS IS A DRILL

Pls note that UWI was completed under supervision of attendance of attending ABS surveyor and with assistance of shipyard team, vessel is proceeding to shipyard SamKwang Shipbuilding & Engineering Co., Ltd for repair.

This drill is finished, many thanks for your attention.

Best Regards

For and on behalf of Owner's (as Agents only)

Zhengwei YIN | Senior Technical Superintendent

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192

M: +65 97776681 | E: zhengwei.yin@fairmontshipping.com.sg



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From: Zhengwei YIN

Sent: Monday, October 27, 2025 6:37 pm

To: 'info@liscr.sg' <info@liscr.sg>

Cc: Global Emergencies <globalerc@ivs-services.com>

Subject: RE: DRILL DRILL DRILL MV Sunny Sandra - Engine failure, Grounding and Crew Injury at South West Korean coast, enroute to Incheon - Liberia flag

Dear Sirs and Madams,

THIS IS A DRILL

Pls find below updated report received from vessel, will keep you updated the status.

FOLLOW UP SITUATION REPORT

Ship Name:	SUNNY SANDRA
SITREP No:	04
Date and Time (UTC) of situation report	27 October 2025 / 1805hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Dispersants being prepared for oil spill treatment on sea surface. Tug Boat will be assisting to refloat the vessel. All sounding has been increased manually, vessel has afloat. Oil Response team has arrived at the scene and they place the oil boom surrounding the oil collecting the spill. Oiler is in the hospital and Master to take inventory of his luggage for preparing his repatriation. Diving company completed the initial damage inspection, and class surveyor to check the condition of vessel whether vessel can be towed to a safe position which requires approval of the Korean MRCC.
Information received from:	Master of Sunny Sandra
Number/Details of Casualties:	NIL
• Damage:	NIL
Any external assistance required:	Tug Boat
Authorities Involved:	MRCC Korea
Emergency Services Involved:	Spill Response Team
Response Services Involved:	
Company Emergency Response Activities:	ERC
Press Media Coverage	Navigate Response
Press Response:	NIL

Report Sheet Issued By:	
Name:	Felicia Hong
Title:	Marine Officer
Contact Details:	97773875

Best Regards

For and on behalf of Owner's (as Agents only)

Zhengwei YIN | Senior Technical Superintendent

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192

M: +65 97776681 | E: zhengwei.yin@fairmontshipping.com.sg



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From: Zhengwei YIN

Sent: Monday, October 27, 2025 5:57 pm

To: info@liscr.sg

Cc: Global Emergencies <globalerc@ivs-services.com>

Subject: RE: DRILL DRILL DRILL MV Sunny Sandra - Engine failure, Grounding and Crew Injury at South West Korean coast, enroute to Incheon - Liberia flag

Dear Sirs and Madams,

THIS IS A DRILL

VESSEL NAME: SUNNY SANDRA

CALL SIGN: 5LJZ2

FLAG: LIBERIA

PORT OF REGISTRY: MONROVIA

OFFICIAL NUMBER: 22684

IMO NUMBER: 9512903

CLASS SOCIETY: ABS

NET TONNAGE: 12,602

GROSS TONNAGE: 22,852

Pls find the Initial and updated report received from vessel, will keep you updated the status.

01. Re Initial Report

Initial Report

This is a Drill

All Emails are to be sent to the following address: globalerc@ivs-services.com

Emergency Contact
No:

Call the DPA

Emergency Response Initial Report: DRILL DRILL DRILL - Main engine failure

Ship Name	Sunny Sandra
<ul style="list-style-type: none"> Date / Time of call from vessel: 	27th Oct 2025/ 1700 hrs Singapore time
Who contacted the Office:	Master
<ul style="list-style-type: none"> Description of Incident: 	Main engine failure, replacing No. 3 cylinder liner, Strong wind drifting vessel towards shallow water
<ul style="list-style-type: none"> Location of incident on board: 	Main engine failure
<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: 	27th Oct 2025 /
<ul style="list-style-type: none"> Ship's position: 	34-54 N 125-43.8 E
<ul style="list-style-type: none"> Course 	010 (T)
<ul style="list-style-type: none"> Speed 	9 knots
Draft / free board in M	F / 9.92 m , Aft / 10.46 m , Mean draft: 10.19 m, Free board: 4.87m
<ul style="list-style-type: none"> Cargo On-board and quantity: 	Sawn Timber: 4340.525 Cubic meter / Logs: 8278.268 JAS / Pulp: 21421.604 MT
<ul style="list-style-type: none"> Bunker quantity on board: 	499 63
<ul style="list-style-type: none"> Any Oil Spill: 	Not Seen
<ul style="list-style-type: none"> Approx Quantity spilt over board: 	Nil
<ul style="list-style-type: none"> Next Port and distance 	Incheon
<u>Weather conditions:</u> (upload from podium)	Cloudy, moderate sea, wind f 5, wnw, 9 nm

FOLLOW UP SITUATION REPORT

Ship Name:	SUNNY SANDRA
SITREP No:	02
Date and Time (UTC) of situation report	27 October 2025 / 1725hrs

<u>Summary / Update of the incident</u>	
Update of the incident	Master called and informed that the crane hook hit the Oiler forehead and he got injured. Casualty being transported to the ship hospital for further monitoring. Pulse taken and bleeding is under control, he is conscious and able to communicate. In the meantime, Crewing department is in contact with the tele doctor. Two tug boats are being deployed to the vessel scene to assist in 2 hours time. Oil Seen were observed in way of cargo no.5 hold. Captain took sounding of no. 5 tank, check any empty tank to transfer. Observed water ingressed of about 2cm/ 5mts, portside water ballast tank. Transferred oil from port side No.5 to FO tank no.1 starboard side. Oiler parameters all taken and recorded. Owners has contacted Navigate response media about this.
Information received from:	Master of Sunny Sandra
Number/Details of Casualties:	Oiler hit his forehead
• Damage:	No Damage Is visible
Any external assistance required:	Tug Boat
Authorities Involved:	MRCC Korea/ Liberia Flag State
Emergency Services Involved:	Diving Company contacted
Response Services Involved:	Local Agent WPS appointed
Company Emergency Response Activities:	ERC
Press Media Coverage	Navigate Response informed
Press Response:	Nil
<u>Report Sheet Issued By:</u>	
Name:	Felicia Hong
Title:	Marine Officer
Contact Details:	97773875

Best Regards

For and on behalf of Owner's (as Agents only)

Zhengwei YIN | Senior Technical Superintendent

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192

M: +65 97776681 | E: zhengwei.yin@fairmontshipping.com.sg



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From: Zhengwei YIN
Sent: Monday, October 27, 2025 5:25 pm
To: info@liscr.sg
Cc: Global Emergencies <globalerc@ivs-services.com>
Subject: RE: DRILL DRILL DRILL MV Sunny Sandra - Engine failure, Grounding and Crew Injury at South West Korean coast, enroute to Incheon - Liberia flag

Dear Sirs and Madams,

Good day, further to below, pls find below report for Crew Injury during the accident.

One crew member, OLR BUI BA KIEN was severely injured while engaged in repairing of main engine. His head was injured by crane hook bleeding profusely requiring medical attention ashore.

The Master has contacted MRCC and a tugboat is being dispatched to medivac the injured crew from the vessel.

Best Regards

For and on behalf of Owner's (as Agents only)

Zhengwei YIN | Senior Technical Superintendent
Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192
M: +65 97776681 | E: zhengwei.yin@fairmontshipping.com.sg



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From: Zhengwei YIN <ZhengweiY@ivs-services.com>
Sent: Monday, October 27, 2025 5:16 pm
To: info@liscr.sg
Cc: Global Emergencies <globalerc@ivs-services.com>
Subject: RE: DRILL DRILL DRILL MV Sunny Sandra - Engine failure, Grounding at South West Korean coast, enroute to Incheon- Liberia flag

Dear Sirs and Madams,

THIS IS A DRILL

VESSEL NAME: SUNNY SANDRA
CALL SIGN: 5LJZ2
FLAG: LIBERIA

PORT OF REGISTRY: MONROVIA
OFFICIAL NUMBER: 22684
IMO NUMBER: 9512903
CLASS SOCIETY: ABS
NET TONNAGE: 12,602
GROSS TONNAGE: 22,852

Date: 10/27/2025
Location: South West Korean coast, enroute to Incheon
Position: 34-54N/125-43.8E

Weather and Sea Conditions:
Cloudy, Moderate sea
Temperature: Air-17 Deg Sea-22deg
Winds: Moderate Breeze, wind force 5
Tidal Stream: 2.0 Kts East

Regret to report below accident for captioned vessel - Engine failure, Grounding at South West Korean coast, enroute to Incheon:

While coasting to Incheon, the Main Engine JCFW high temperature alarm activated, with ME pressure and RPM fluctuations observed. Bubbles were seen in the expansion tank and the level dropped, indicating possible leakage.

Master stopped the vessel to investigate. Inspection revealed a crack in ME No.3 cylinder liner. During attempts to renew the liner, the liner became stuck. Weather deteriorated and the vessel began drifting toward shallow waters.

The Master dropped the port anchor, but due to poor holding ground and strong onshore winds, the vessel dragged anchor and went aground in position 34-54N, 125-47.5E

Attached ship particular and general arrangement plan for your reference.

Best Regards

For and on behalf of Owner's (as Agents only)

Zhengwei YIN | Senior Technical Superintendent
Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192
M: +65 97776681 | E: zhengwei.yin@fairmontshipping.com.sg



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Felicia Hong

From: Joyce Legaspi
Sent: Monday, 27 October 2025 19:05
To: TMM - Capt Tran Van Chinh; Global Emergencies
Cc: 'TMM - Crewing Dept.'
Subject: RE: Emergency DRILL - Sunny Sandra

Dear TMM team,

Please stand down on the arrangement. Thanks.

Best Regards,

Joyce Legaspi | *Crewing Officer*
Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192
M +63 945 623 0364 | E JoyceL@ivs-services.com



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From: Joyce Legaspi <JoyceL@ivs-services.com>
Sent: Monday, October 27, 2025 6:50 PM
To: TMM - Capt Tran Van Chinh <chinhtv@tmm-shipmanagement.com>; Global Emergencies <globalerc@ivs-services.com>
Cc: 'TMM - Crewing Dept.' <crews@tmm-shipmanagement.com>
Subject: RE: Emergency DRILL - Sunny Sandra

+++THIS IS DRILL!!! THIS IS DRILL!!!+++

Dear Manning Agent/ TMM,

Please URGENTLY prepare a reliever to join the vessel ASAP at the Incheon Shipyard, ETA TBA.

Best Regards,

Joyce Legaspi | *Crewing Officer*
Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192
M +63 945 623 0364 | E JoyceL@ivs-services.com

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From: TMM - Capt Tran Van Chinh <chinh.tv@tmm-shipmanagement.com>
Sent: Monday, October 27, 2025 6:37 PM
To: Joyce Legaspi <Joycel@ivs-services.com>; Global Emergencies <globalerc@ivs-services.com>
Cc: 'TMM - Crewing Dept.' <crews@tmm-shipmanagement.com>
Subject: RE: Emergency DRILL - Sunny Sandra

+++THIS IS DRILL!!! THIS IS DRILL!!!+++

Dear Ms. Joyce and ERTA,

Well noted with thanks for your update. We will inform the next of kin accordingly.

+++THIS IS DRILL!!! THIS IS DRILL!!!+++

Best regards,
Capt. Tran Van Chinh,
Crewing & Training Manager.
(HP/WA: +84346606866)

TMM SHIPMANAGEMENT CO., LTD

From: Joyce Legaspi <Joycel@ivs-services.com>
Sent: Monday, 27 October 2025 5:20 PM
To: TMM - Capt Tran Van Chinh <chinh.tv@tmm-shipmanagement.com>; Global Emergencies <globalerc@ivs-services.com>
Cc: 'TMM - Crewing Dept.' <crews@tmm-shipmanagement.com>
Subject: RE: Emergency DRILL - Sunny Sandra

+++THIS IS DRILL!!! THIS IS DRILL!!!+++

Dear Manning Agent/ TMM,

Please note that the injured crew has safely reached shore and was shifted to Incheon General Hospital.

He is presently out of danger as per initial report from the hospital authorities.

Please keep the next of kin informed of this development. Rest assured we shall provide you with timely updates.

We will keep you updated and as when we receive an official medical report from the hospital.

Best Regards,

Joyce Legaspi | *Crewing Officer*

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192

M +63 945 623 0364 | E JoyceL@ivs-services.com



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From: TMM - Capt Tran Van Chinh <chinhtv@tmm-shipmanagement.com>

Sent: Monday, October 27, 2025 5:24 PM

To: Joyce Legaspi <JoyceL@ivs-services.com>; Global Emergencies <globalerc@ivs-services.com>

Cc: 'TMM - Crewing Dept.' <crews@tmm-shipmanagement.com>

Subject: RE: Emergency DRILL - Sunny Sandra

+++ THIS IS A DRILL!!! THIS IS A DRILL!!! +++

Dear Ms. Joyce and ERTA,

We deeply regret the incident that occurred on board.

We have immediately contacted our medical partner, Vietnam Maritime Medicine Institute, for urgent assistance.

They will reach out to the vessel's Master to provide the necessary medical guidance.

At the same time, we will contact and inform the Oiler's family accordingly.

+++ THIS IS A DRILL!!! THIS IS A DRILL!!! +++

Best regards,

Capt. Tran Van Chinh,

Crewing & Training Manager.

(HP/WA: +84346606866)

TMM SHIPMANAGEMENT CO., LTD

From: Joyce Legaspi <JoyceL@ivs-services.com>

Sent: Monday, 27 October 2025 4:19 PM

To: Global Emergencies <globalerc@ivs-services.com>

Cc: TMM - Capt Tran Van Chinh <chinhtv@tmm-shipmanagement.com>

Subject: Emergency DRILL - Sunny Sandra

+++THIS IS DRILL!!! THIS IS DRILL!!!+++

Dear TMM team,

Please be advised that we have received a distress call from the vessel currently adrift in South West Korean coast, enroute to Incheon at GPS position 34-54N/125-43.8E, following a main engine failure.

One crew member, OLR BUI BA KIEN was severely injured while engaged in repairing of main engine. His head was injured by crane hook bleeding profusely requiring medical attention ashore.

We urgently request your coordination and assistance in informing next of kin.

The Master has contacted MRCC and a tugboat is being dispatched to medivac the injured crew from the vessel.

While waiting for local agent's response, please urgently connect the Master with our local doctor in Vietnam and provide the required tele medical advice.

+++THIS IS DRILL!!! THIS IS DRILL!!!+++

Best Regards,

Joyce Legaspi | *Crewing Officer*

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192

M +63 945 623 0364 | E JoyceL@ivs-services.com



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Felicia Hong

From: Sonjay Bairagi
Sent: Monday, 27 October 2025 18:41
To: WPS Korea Agent (DRILL Simulation)
Cc: Sunny Sandra – Master; Global Emergencies
Subject: Re: Emergency DRILL - Sunny Sandra

This is a Drill

Dear WPS ,

Please note below

-Vessel is afloat with assistance of 2 tug boats , during high tide
-Vessel had breach of hull in way of No. 5 WBT (P) and No. 5 FOT (P) .
All oil from No. 5 FOT (P) has been transferred to No. FOT (S) tank.
-Vessel is stable with fwd draft 9.96 mtrs / aft draft 10.81 mtrs
Water is coming into the No. 5 FOT (P) at a very slow rate of 1 ton per hour due to suspected crack .
No. 5 WBT (S) water level is steady , with increase . Sounding is 10 metres .

-Class has carried out initial survey together with diving company .

Attached survey report and diving report .

A crack was observed below No. 5 FOT (P) in way of Frame 36 and a damage to No. 5 WBT (P) hull double bottom observed in way of Frame 38 - 40 .

As per attached reports, vessel has been allowed to proceed to below Incheon Shipyard with tug escort in present condition

SamKwang Shipbuilding & Engineering Co., Ltd.: Located at 41, 42 Beon-gil, Bose-ro, Dong-gu, Incheon.

We request you to local port authorities and confirm inward clearance for the vessel to proceed to shipyard for permanent repairs.

We also appoint you as our local agents for the vessel repairs in shipyard .

Thank you and best regards

for and on behalf of Owner's (as Agents only)

Sonjay Bairagi | *Senior Fleet Manager*

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192

M +65 9093 3749 | E SonjayB@ivs-services.com



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From: WPS Korea Agent (DRILL Simulation) <WPSKorea-Drill@fairmontshipping.com.sg>
Sent: Monday, October 27, 2025 6:13 PM
To: Joyce Legaspi <joycel@ivs-services.com>; Global Emergencies <globalerc@ivs-services.com>
Cc: Sunny Sandra – Master <SunnySandra.Master@tamarfleet.com>
Subject: Re: Emergency DRILL - Sunny Sandra

+++THIS IS DRILL!!! THIS IS DRILL!!!+++

Dear Joyce ,

Please note that evacuated crew already reached shore safely and was shifted to Incheon General Hospital .
He is presently out of danger as per initial report from the hospital authorities .
We will keep you updated and as when we receive an official medical report from the hospital .

Best Regards

From: Joyce Legaspi <JoyceL@ivs-services.com>
Sent: Monday, October 27, 2025 3:33 PM
To: Global Emergencies <globalerc@ivs-services.com>; WPS Korea Agent (DRILL Simulation) <WPSKorea-Drill@fairmontshipping.com.sg>
Cc: Sunny Sandra – Master <SunnySandra.Master@tamarfleet.com>
Subject: RE: Emergency DRILL - Sunny Sandra

+++THIS IS DRILL!!! THIS IS DRILL!!!+++

Dear Local Agent/ WPS Korea,

Please be advised that the injured crew member has been extracted from the vessel and is expected to arrive ashore any time soon.

We urgently request your coordination and assistance in arranging the following:

1. Transport the injured crew members to the emergency ward of a hospital. Please also share the details of the hospital for our reference.
2. Make all necessary arrangements to ensure he receive prompt medical attention.

Please confirm your receipt of this email and provide an update on the arrangements.

Thank you for your immediate support in this critical matter

Best Regards,

Joyce Legaspi | Crewing Officer

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192
M +63 945 623 0364 | E JoyceL@ivs-services.com



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From: Joyce Legaspi <JoyceL@ivs-services.com>

Sent: Monday, October 27, 2025 5:16 PM

To: Global Emergencies <globalerc@ivs-services.com>

Subject: Emergency DRILL - Sunny Sandra

+++THIS IS DRILL!!! THIS IS DRILL!!!+++

Dear Local Agent,

As the technical managers of Sunny Sandra, we have received a distress call from the vessel currently adrift in South West Korean coast, enroute to Incheon at GPS position 34-54N/125-43.8E, following a main engine failure.

One crew member, OLR BUI BA KIEN was severely injured while engaged in repairing of main engine. His head was injured by crane hook bleeding profusely requiring medical attention ashore.

The Master has contacted MRCC, and an evacuation tugboat is being dispatched to medivac the injured crew from the vessel.

We urgently request your coordination and assistance in arranging the following:

1. Transport the injured crew member to the emergency ward of a hospital.
2. Make all necessary arrangements to ensure he receive prompt medical attention.

Please confirm your receipt of this email and provide an update on the arrangements.

Thank you for your immediate support in this critical matter.

Best Regards,

Joyce Legaspi | Crewing Officer

Fairmont Shipping Singapore | 1 Temasek Avenue, #10-02 Millenia Tower Singapore 039192
M +63 945 623 0364 | E JoyceL@ivs-services.com

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Felicia Hong

From: Iyer Ramaswamy Subramani <subu.iyer@fairmontshipping.com.sg>
Sent: Monday, 27 October 2025 18:26
To: operations@navigateresponse.com
Cc: Global Emergencies
Subject: DRILL DRILL DRILL -- Media contact from local News media company

Good day

Please note that I have received a call from a local Media company Straits times regarding a incident with one of our ships.

I have told them that I am not a spokesperson for the company and they should contact our Media Response company Navigate response.

I have not got their name and contact details as when I mentioned Navigate response the person has already ended the call.

Warm regards
Subu

For and on behalf of Owners (as Agents only)

Subramani Iyer | *IT Manager*

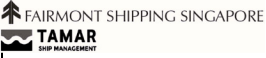
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	HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM	Page 1 of 9 Form : 3.2.3 Date : 07-Aug-2025 Rev : 10.0 App By : DPA
	Emergency Drill and Training Report	
	Reporting Forms Manual	

Ship's Name :	SUNNY SANDRA
Date / Time :	27.OCT.2025 / 16:40 SGT
Location :	South West Korean coast, enroute to Incheon / Position: 34-54N/125-43.8E
Weather :	Cloudy, Moderate sea

Note:

1. Include all trainings and drills conducted on board in this report.
2. For reflective learning and learning engagement tools include Location, Facilitator, Number of attendees, Team action and Management follow up in Record of events section.

Drill/Training Type

SHIP/Shore Drill - Main Engine Failure/Grounding/Injury/Pollution

Record of Events:

TRAINER/LECTURER: CAPT. DANG THANH TUAN C/E DONG DUC CONG C/O NIVNYA TEODOR 2/E DANG VAN TUAN		
ATTENDEES: 2/O BUI QUANG DAT 3/O HOANG XUAN THAO 3/E LUONG VAN THIEN BSN NGHIEM NGOC CHIEN D/FTR LE VAN THONG E/CDT PHAN QUANG DINH	A/B-1 HOANG VAN CUONG A/B-2 NGUYEN VAN LINH A/B-3 NGUYEN VAN KHOA O/S PHAM VAN TUAN OLR- 2 BUI BA KIEN	OLR-1 VU TRUNG KIEN ETO UNG DUY LONG C/CK BUI VAN QUANG M/MAN LE DINH NAM E/FTR NGUYEN BA DONG
AT 16:40 HRS, THE MASTER SOUNDED THE EMERGENCY ALARM CONSISTING OF 1 CONTINUOUS BLAST FOLLOWED BY THE ANNOUNCEMENT THROUGH THE PUBLIC ADDRESS SYSTEM "THIS IS A DRILL" X3, " MAIN ENGINE FAILURE ". ALL HANDS PROCEED TO THE MUSTERS STATION.		
AT 16:42 HRS, M/V SUNNY SANDAR ON VOYAGE WITH WOOD PRODUCTS CARGO FROM TAURANGA TO INCHEON WHILE COASTING TOWARDS INCHEON, EXPERIENCED AN INCIDENT.		
AT 16:43 HRS, THE ENGINE SLOWED DOWN, THE MAIN ENGINE JCFW HIGH TEMPERATURE ALARM ACTIVATED, WITH ME PRESSURE AND RPM FLUCTUATIONS OBSERVED. BUBBLES WERE SEEN IN THE EXPANSION TANK AND THE LEVEL DROPPED, INDICATING POSSIBLE LEAKAGE AT POSITION LAT: 34-54N/125-43.8E		
AT 16:44 HRS, THE TEAM LEADER ESTABLISHED COMMUNICATION WITH THE BRIDGE, CONFIRMING THAT ALL CREW WERE ACCOUNTED FOR (EXCEPT THE MASTER AND DUTY OFFICER ON THE BRIDGE, AND THE DUTY AB), READY AND WAITING FOR INSTRUCTIONS.		
AT 16:45 HRS, THE MASTER CALLED THE 24-HOUR EMERGENCY RESPONSE HOTLINE TO REPORT THE MAIN ENGINE FAILURE.		
AT 16:49 HRS, THE MAIN ENGINE STOPPED.		
AT 16:50 HRS, THE MASTER ORDERED THE VESSEL TO BE STEERED AWAY FROM THE SHORE, STAND BY ANCHORS TO ASSIST IN STOPPING, AND TO DISPLAY 'NOT UNDER COMMAND' SHAPES.		
AT 16:51 HRS, AN URGENCY MESSAGE WAS BROADCAST TO VTIS AND TO ALL SHIPS IN THE VICINITY.		

AT 16:52 HRS, INSPECTION REVEALED A CRACK IN ME NO.3 CYLINDER LINER. DURING ATTEMPTS TO RENEW THE LINER, IT BECAME STUCK.

AT 16:53 HRS, THE MASTER AND BRIDGE TEAM ASSESSED THE DANGERS TO WHICH THE SHIP WAS EXPOSED AND THE URGENCY WITH WHICH ASSISTANCE MAY BE REQUIRED:

- HAZARD TO OR FROM OTHER SHIPPING.
- RATE AND DIRECTION OF DRIFT.
- NAVIGATIONAL HAZARDS.
- ANTICIPATED WEATHER CONDITIONS.
- HAZARD OF HEAVY (SYNCHRONISED) ROLLING.
- HAZARD OF BROACHING OR FLOODING.
- HAZARD OF CARGO SHIFTING.

AT 17:03 HRS, THE VESSEL DRIFTED NEAR LAND; THE MASTER DROPPED ANCHOR.

AT 17:05 HRS, DUE TO POOR HOLDING GROUND AND STRONG ONSHORE WINDS, THE VESSEL DRAGGED ANCHOR.

AT 17:10 HRS, THE VESSEL GROUNDED AT POSITION 34°54'N, 125°47.5'E. THE MASTER CALLED THE 24-HOUR EMERGENCY RESPONSE HOTLINE.

AT 17:10 HRS, AN OILER SUSTAINED A SEVERE HEAD INJURY CAUSED BY THE E/R CRANE HOOK.

AT 17:10 HRS, THE MASTER SOUNDED THE GENERAL ALARM, FOLLOWED BY THE P.A. ANNOUNCEMENT: "THIS IS A DRILL (x3), VESSEL HAS GROUNDED, ALL CREW PROCEED TO MUSTER STATION."

AT 17:11 HRS, RELEVANT EQUIPMENT, FIRST AID KIT, AND STRETCHER WERE BROUGHT TO THE ENGINE ROOM. THE GENERAL ALARM WAS SOUNDED AGAIN, AND A P.A. ANNOUNCEMENT MADE. AN URGENCY MESSAGE WAS BROADCAST TO VTIS AND SHIPS IN THE VICINITY. WATERTIGHT DOORS AND AUTOMATIC/MANUAL FIRE DOORS WERE CLOSED. AGROUND LIGHTS OR SHAPES WERE DISPLAYED AND SOUND SIGNALS MADE. AIS STATUS WAS MODIFIED.

AT 17:12 HRS, THE OILER WAS TRANSFERRED TO THE HOSPITAL AND FIRST AID WAS ADMINISTERED.

AT 17:12 HRS, THE MASTER AND BRIDGE TEAM ASSESSED DAMAGE TO THE SHIP:

- CHECKED HULL FOR DAMAGE.
- SOUNDED ALL TANKS, CARGO HOLD BILGES, AND ENGINE ROOM BILGES.

AT 17:13 HRS, THE MASTER AND BRIDGE TEAM ASSESSED THE SITUATION:

- SOUND AROUND THE SHIP TO DETERMINE WATER DEPTH AND NATURE OF THE BOTTOM.
- CHECK VESSEL'S DRAFT AND CALCULATE STABILITY AND BUOYANCY NEEDED TO RE-FLOAT, AND ESTIMATE DRAFT AND TRIM AFTER RE-FLOATING.
- ASCERTAIN THE STATE OF TIDE, TIDAL RANGE, NEXT SPRING TIDE, AND CURRENT CONDITIONS.
- DETERMINE THE LOCATION OF DEEP WATER IN RELATION TO THE SHIP.

AT 17:14 HRS, VDR DATA AND ECDIS RECORDS WERE SAVED. LOGS AND RECORDS OF EVENTS AND DECISIONS WERE MAINTAINED.

AT 17:15 HRS, THE MASTER CALLED THE 24-HOUR EMERGENCY RESPONSE HOTLINE TO REPORT THAT THE OILER SUSTAINED A SEVERE HEAD INJURY BY THE E/R CRANE HOOK WHILE WORKING ON NO.3 CYLINDER HEAD DUE TO A SUDDEN JERK CAUSED BY GROUNDING, ACTIVATING THE GROUNDING AND SERIOUS INJURY CONTINGENCY PLANS.

AT 16:53 HRS, THE MASTER AND BRIDGE TEAM ASSESSED THE DANGERS TO WHICH THE SHIP WAS EXPOSED AND THE URGENCY WITH WHICH ASSISTANCE MAY BE REQUIRED:

- HAZARD TO OR FROM OTHER SHIPPING.
- RATE AND DIRECTION OF DRIFT.
- NAVIGATIONAL HAZARDS.

- ANTICIPATED WEATHER CONDITIONS.
- HAZARD OF HEAVY (SYNCHRONISED) ROLLING.
- HAZARD OF BROACHING OR FLOODING.
- HAZARD OF CARGO SHIFTING.

AT 17:25 HRS, THE DEPTH OF THE WATER AROUND THE VESSEL WAS CHECKED USING HAND LEAD LINES. THE CNO REPORTED SOUNDINGS TO THE MASTER, ADJACENT TO THE BELOW LOCATIONS (PORT // STARBOARD):

- BOW: 10.70M // 10.70M
- CH NO.1: 10.64M // 10.67M
- CH NO.2: 10.60M // 10.68M
- CH NO.3: 10.55M // 10.59M
- CH NO.4: 10.40M // 10.50M
- CH NO.5: 10.30M // 10.46M
- FWD BRIDGE: 10.45M // 10.50M
- QUARTER: 10.50M // 10.56M
- STERN: 10.55M

AT 17:32 HRS, THE CNO REPORTED AN OIL SHEEN ON THE SEA SURFACE NEAR NO.5 CARGO HOLD. THE MASTER SOUNDED THE GENERAL ALARM, FOLLOWED BY A P.A. ANNOUNCEMENT: "THIS IS A DRILL (x3), OIL POLLUTION DRILL — OIL WAS SIGHTED AROUND THE VESSEL." THE MASTER INFORMED THE DPA.

AT 17:32 HRS, THE MASTER REQUESTED TO ACTIVATE THE SOPEP AND TO PREPARE A MESSAGE TO INFORM THE PORT STATE AUTHORITY / OIL POLLUTION NATIONAL CONTACT POINT ABOUT THE OIL POLLUTION.

AT 17:36 HRS, THE MASTER REPORTED THAT ALL TANK SOUNDINGS WERE CHECKED, SHOWING AN INCREASE OF WATER LEVEL IN NO.5 WBT (P) OF 50 CM OVER ABOUT 100 MTS, AND SOME WATER INGRESS IN NO.5 FOT (P) OF 2 CM OVER ABOUT 5 MTS. DRAFT FWD: 9.92M / AFT: 10.46M.

AT 17:40 HRS, THE MASTER REPORTED TO KEEP CREW READY FOR EVACUATION.
AT 17:41 HRS, THE MASTER SENT THE SOPEP NOTIFICATION.

AT 17:53 HRS, THE OILER WAS EVACUATED BY HELICOPTER. THE MASTER REPORTED TO THE DPA AS WELL.

AT 17:55 HRS, THE MASTER REPORTED FUEL OIL TRANSFER COMPLETED FROM 5 FOT (P) TO 1 FOT (S), AND NO.5 WBT (P) QUANTITY 1000 M³, LIST 4 DEGREES TO PORT SIDE.

AT 18:00 HRS, A HEADCOUNT OF ALL CREW ONBOARD WAS CARRIED OUT — 19 PERSONS IN TOTAL. ONE INJURED OILER HAD BEEN EVACUATED EARLIER. CREW ALCOHOL TESTS WERE CARRIED OUT AND FOUND NEGATIVE.

AT 18:05 HRS, THE MASTER REPORTED 2 TUGS ALONGSIDE, FOLLOWING COMPANY CHECKLIST FOR TUG ASSISTANCE. NEXT HIGH TIDE EXPECTED IN 2 HOURS.

AT 18:20 HRS, THE MASTER REPORTED THAT THE VESSEL RE-FLOATED WITH TUG ASSISTANCE.

AT 18:21 HRS, THE MASTER REPORTED THE OIL RESPONSE TEAM ALONGSIDE AND OIL BOOMS IN PLACE.

AT 18:30 HRS, THE MASTER REPORTED CLASS SURVEYOR AND DIVING AGENCY ALONGSIDE.

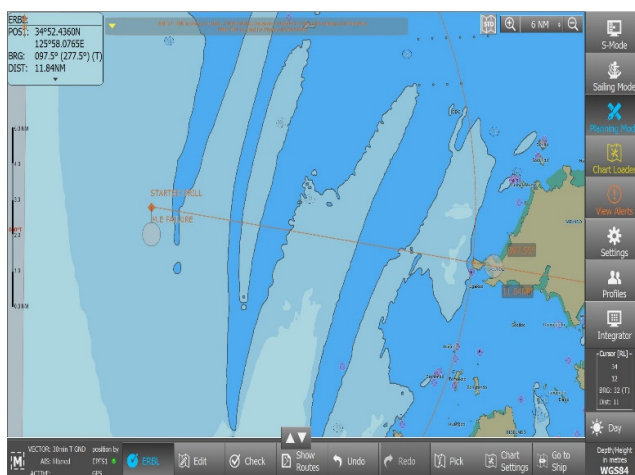
AT 18:31 HRS, UPON RECHECKING, NO.5 FOT (P) WAS FOUND TO HAVE A VERY SLOW INGRESS — ABOUT 1 TON PER HOUR. NO.5 WBT (P) REMAINS UNCHANGED AT 1000 M³ WITH NO INCREASE.

AT 18:40 HRS, DRIVING AND CLASS SURVEYOR DAMAGE ASSESSMENT WAS COMPLETED. THE VESSEL WAS ALLOWED TO SAIL TO THE NEAREST DRY DOCK (DD).

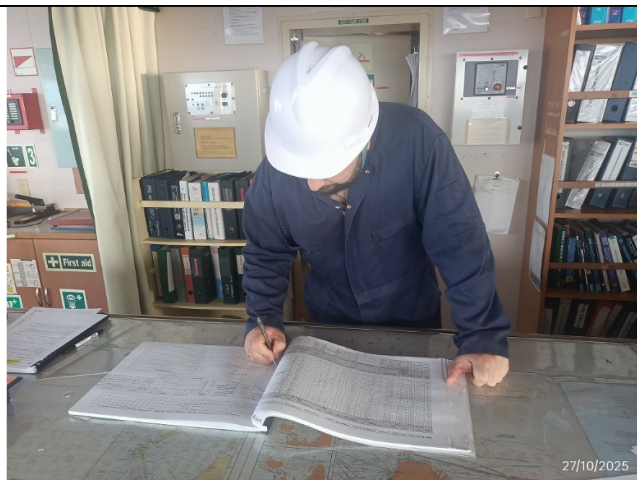
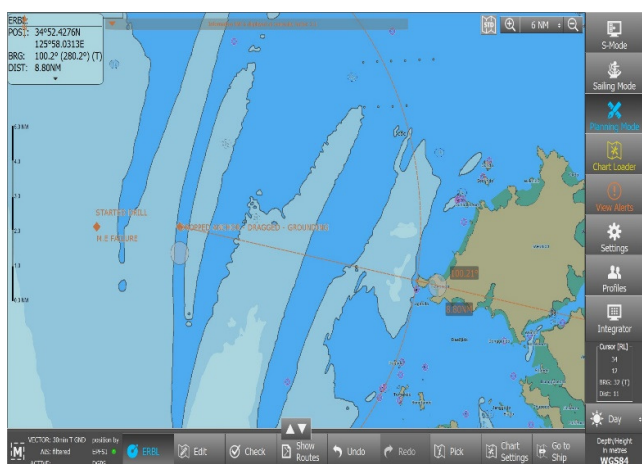
AT 18:52 HRS, THE MASTER WAS INFORMED OF THE DD COORDINATES. THE VESSEL WILL ISOLATE ME NO.3 AND PROCEED TO THE DD LOCATION. THE MAIN ENGINE TO BE OPERATED AT SAFE SPEED AS PER MANUAL.

AT 19:00 HRS, THE VESSEL IS AT A DISTANCE OF 190 NM TO THE DD, WITH AN ESTIMATED SAILING TIME OF 21 HRS FROM THE PRESENT LOCATION AT SAFE SPEED. THE DRILL IS DISMISSED.

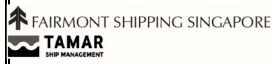










	HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM Emergency Drill and Training Report Reporting Forms Manual	Page 9 of 9 Form : 3.2.3 Date : 07-Aug-2025 Rev : 10.0 App By : DPA
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Debriefing (Evaluation/Feedback/Suggestions for improvement/Identification of training needs etc):

<p>All crew members participated actively in the training, showing strong interest and willingness to enhance their knowledge and skills in handling such operations, particularly during actual emergency situations.</p> <p>Feedback gathered during the debriefing highlighted the following points:</p> <ul style="list-style-type: none"> - Crew demonstrated enthusiasm and attentiveness throughout the drill. - Crew understood the importance of coordinated action, communication, and adherence to emergency procedures. - Areas for further improvement were identified, particularly in familiarization with equipment and rapid response under pressure. <p>Suggestions for improvement and training needs:</p> <ul style="list-style-type: none"> - Conduct regular training sessions and drills to ensure crew are consistently familiar with emergency procedures. - Emphasize practical exercises to reinforce knowledge of initial actions, communication, and execution under emergency conditions.
--

Completion of Training (if identified during debriefing):

<p>EVALUATION REPORT:</p> <ol style="list-style-type: none"> 1. Difficulties encountered during the drill: <ul style="list-style-type: none"> - No significant difficulties were reported; the drill was executed satisfactorily by all participants. 2. Crew performance: <ul style="list-style-type: none"> - Overall performance was good. The drill was executed in accordance with the muster list and individual responsibilities. - Crew demonstrated proper coordination, adherence to safety procedures, and effective communication. 3. Proposal for improvement: <ul style="list-style-type: none"> - Regular and consistent training and drills are recommended to maintain high proficiency. - Encourage refresher sessions to ensure all crew remain familiar with emergency procedures and equipment. 4. Lessons learned: <ul style="list-style-type: none"> - The crew recognized the importance of prevention, prompt initial action, clear communication, and accurate execution of duties during drills and actual emergencies. - Practical drills help reinforce theoretical knowledge and enhance crew readiness.
--

DANG THANH TUAN
Master's Name/Signature

NIVNYA TEODOR
Deck Officer's Name/Signature