VESSEL:

CLIPPER BRUNELLO

FLAG:

MARSHALL ISLANDS FLAG

NAME OF

CLIPPER BRUNELLO & TAMAR

COMBINED EXERCISE



#### **CLIPPER BRUNELLO & TAMAR COMBINED EXERCISE**

Date: 01st of March 2024 - 1530hrs HKT

At Sea Position: Lat: 38° 57' 6°N / Lon: 118° 02' 6°E

**Vessel at Tianjin Anchorage** 

#### Contents:

- 01. Goals and Objectives
- 02. Attendees
- 03. Scenario
- 04. Sequence of Events
- 05. Executive Summary
- 06. Conclusions
- 07. Recommendations
- 08. Attachments
  - A. Form ER 03 Vessel Emergency Info Report
  - B. Form ER 04 Grounding Questionnaire
  - C. Initial Email sent by Vessel
  - D. Vessel Location

#### 01. Goals and Objectives:

- To test the Shore Based Emergency Response Team and Procedures.
- To test communications to and from the Company Emergency Room. (Due to relocation of Tamar Ship Management Ltd Office)
- To test the awareness level of shore and ship staff in respect to Media Policy and Procedure.
- To test communications to and from the vessel with all other parties.
- To test the ISM Ship Specific Contingency Plan and Aide memoir

#### **Bomb Threat Drill**

# Fire in Machinery Spaces Drill Oil Spill and Pollution Drill

- Duties and responsibilities are to be cross-checked with the issued Individual Safety Cards copies in cabins.
- To test the mustering and duties of the crew and the general alarm.
- To reinforce that the Master and ALL other (GMDSS) Operators of the communications equipment are aware of the following:
  - a. Proficiency levels required to use all communication means is required.
  - b. The address books in the Email, SAT C s must contain correct addresses / numbers.
  - c. In case of emergency consider sending a DISTRESS MESSAGE.
  - d. As relevant for the type of emergency actions & reporting is to be in accordance with the ISM issued Contingency Plans.

#### 02. Attendees:

Capt. Sun Wei Feng	DPA (ERT Leader)	Marine Support	
Sonjay Bairagi	Senior Fleet Manager (Deputy	Technical Support via Teams	
	ERT Leader)		
Aleksejs Jegorovs	Technical Supt.	Technical Support	
Ronaldo Palad	IT Manager	IT Support	
Frank So	SID Assist. Manager	Record Events	

Compiled by Deputy DPA/CSO	Page 1 of 13	Copy: All Company Managed Vessels
Reviewed by CEO and DPA		

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#### 03. Scenario:

The scenario is enclosed hereby and was jointly agreed with the Master of MV "CLIPPER BRUNELLO".

The date was agreed by all ERT members, and by the Master; Vessel at Tianjin Anchorage.

Vessel at Tianjin Anchorage in ballast condition, awaiting for loading.

Master received phone call from Tianjin port authorities that one Bomb was put on board.

#### 04. Sequence of Events:

#### 01st March 2024

HK Time	2027	Action
15:40hrs	DPA received call from Clipper Brunello – vessel informed by Tianjin Port	Master to
10.401113	Authorities that bomb was onboard.	DPA
15:42hrs	DPA informed CEO (Clipper Brunello was informed by Tianjin Port	DPA to
	Authorities that a bomb was put onboard). CEO appointed DPA as ERT	CEO
	Team Leader and ERT assembled.	
	Meeting Room is now the "Emergency Room"	
	MRCC and Local Authorities and Agent informed	Master
	Whatsapp Group was created	
15:44hrs	SID Assist. Manager informed the Office of Emergency.	SID Assist.
	All TSM Staffs notified – TSM Media Policy activated.	Manager to
	,	All TSM
		Staff
15:53hrs	Crew mustered at Muster Station.	Master
	All crew briefed, searching of the vessel commenced.	
	Search team no 4 reports that Bomb is found in Steering Gear room.	
	Master ordered crew to evacuate Steering gear room and adjacent spaces	
	<ul> <li>to go outside accommodation and gather on main deck. ERT informed.</li> </ul>	
	Chinese MRCC informed phone (+86 10 6529 2218) and by email:	
	cnmrcc@mot.gov.cn (simulation only).	
All crew accounted for - on main deck – nobody missing, all in good		
	condition.	
	SID Assist Manager informed FPD of no missing or injured persons	
15:54hrs	Bomb exploded. Master sounded General Alarm.	Master to
		DPA
15:53hrs	The Following have been informed:	Senior Fleet
	Owner	Manager
	Flag (Matla)	and Deputy
	Class (Class ABS)	DPA
	P&I / H&M Swedish Club (Marsh)	
	Agents	
	Navigate Response	
16:10hrs	Ch. Off. reported fire in Steering Gear room extinguished but steering gear	Master to
	lube oil tank is damaged by the bomb explosion and oil spilled on board.	DPA
16:18hrs	Cleaning operation completed.	Master to
	Ch.Eng. reported steering system is badly damaged and steering gear	DPA
	cannot be used either in remote or local emergency mode – ERT informed	
	that towage assistance is required when the vessel will be leaving the	
	anchorage.	
16:25hrs	All necessary equipment checked and found ready to use.	DPA to
	- All available evidence collected.	Master
	Deputy DPA/CSO Page 2 of 13 Conv. All Company M	

Compiled by Deputy DPA/CSO	Page 2 of 13	Copy: All Company Managed Vessels
Reviewed by CEO and DPA		

# CLIPPER BRUNELLO & TAMAR COMBINED EXERCISE VESSEL: CLIPPER BRUNELLO FLAG: MARSHALL ISLANDS FLAG NAME OF CLIPPER BRUNELLO & TAMAR EXERCISE: COMBINED EXERCISE



	<ul> <li>VDR data secured.</li> <li>ERT continues to work with Flag state, MRCC, Towing company.</li> <li>Flag State to be consulted for exemption to sail to next port with steering equipment out of order.</li> <li>Class, DPA, Fleet Manager to attend the vessel in next port for repairs supervision and further investigation</li> </ul>	
16:30hrs	End of Exercise.	

#### 05. Executive Summary:

- Capt. Sun Wei Feng (DPA) was assigned by CEO and he was in charge of the ERT, and roles have been assigned, and covered by team members.
- The emergency room equipment was checked, updated and tested.
- The communications log was included in the exercise file.
- Not all Superintendents participated in this exercise.
- The ERT used the ER 01- Emergency Response Contact Checklist to ensure all applicable parties were informed.
- The relevant files needed for emergencies were available and updated.
- One PC, One TV, One Telephone and One Emergency Laptop are available in Emergency Room (Meeting Room)
- The position of the vessel was monitored by using the Polestar Platform.
- The weather conditions in the area had been monitored via vessel reports and Polestar
- Vessel kept the ERT informed of progress of action taken by Phone and Whatsapp; then by Email, SAT C. SAT Phone, SAT Cs were tested,
- The VDR data was "secured" after consulting the Company first.
- All Company Personnel were informed of the drill and reception was instructed to forward all
  calls relating to the vessel to the ER- in due time.
- A Crew list was available at once from Crewing Department.
- The available / closest Superintendent (TSI / MSI) was put on standby to travel in short notice to the vessel.

#### 06. Conclusions:

- Communications with / from the vessel was effective via the phone, however in reality the info and updates from the vessel would be difficult to obtain as the Master was busy dealing with the actual situation.
- The Master should not be "bombarded" with requests.
- The Master should be aware that one Navigating Officer would be dedicated for assisting the Master on the Bridge. As reminded, Master assigned 3/O to assist with communications.
- The present members of ERT practiced their duties and acted upon them. Effective discussions took place regarding the decision-making process.
- The communication and equipment in the new office is found in satisfactory order.

07. Recommendations for Improvement:

No.	Description	Target Date	Responsible	Completion
1	Staffs who have not been directly involved are	Next Drill ooa	SWF	Continuous
	recommended to be directly involved in the	Mid to End of		
		November 2023		
2	SOPEP contact was not contacted during Oil	Next Oil Spill	SWF	
	Spill by Master	Drill		
3.	Master(s) should be briefed specifically in	Next	SWF	
	respect to the commercial towage and/or	Emergency		
	salvage (LOF) and implications.	Towing Drill		

Compiled by Deputy DPA/CSO	Page 3 of 13	Copy: All Company Managed Vessels
Reviewed by CEO and DPA		

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#### 08. Attachments:

#### A. 2024-03 - Clipper Brunello & TAMAR ISM Combined Emcy Exercise

ANNUAL ISI	# & ISPS EXERCISE -SCENARIO
Edition:	1
Issue Date:	11-2021



#### ISM/ISPS COMBINED EXERCISE

Proposed Date: 01 of March 2024 – TBC HRS UTC At Sea Position: Lat: 38-57.6'N / Lon: 118-02.6'E Vessel at Tianjin anchorage

# ALL MESSAGES DURING THE DRILL WILL CONTAIN IN THE SUBJECT:

"M.V Clipper Brunello: THIS IS A DRILL! THIS IS A DRILL! THIS IS A DRILL!"

#### PROPOSED OBJECTIVES ON BOARD:

- 1 To verify the response from shore base emergency response team in any case of emergency situation.
- 2 To verify the communication link between vessel and shore base team.
- 3 To clarify/ check the awareness of shore base emergency response team and vessel crew in respect to media policy and procedures.
- 4 Carry out Bomb Threat per security contingency plan in accordance with M.V Clipper Brunello SSP/Security Management system/ISPS Contingency Plan and Individual Security Cards
- 5 Carry out Fire in Machinery Spaces Drill as per SERM 9.1.1.3. to test relevant ISM Contingency Plan and Aide Memoir.
- 6 Then carry out Oil Spill and Pollution Drill as per SERM 9.1.1.9. to test relevant ISM Contingency Plan and Aide Memoir
- 7 Duties and responsibilities are to be crossed check with the issued Individual Safety Cards and Individual Security Cards – copies in cabins.
- 8 Practicing the above Contingency plans & and relevant aid memoires to assess the effectiveness of training process, and emergency readiness of the crew
- 9 To test the mustering and duties of the crew, the general alarm.
- 10 To remind all that

#### THE CREW MUST KNOW WHEN A REAL EMERGENCY or A DRILL IS.

- 11 To remind Master and ALL other operators of the communications equipment the following: a/ Proficiency in using of all communication means is <u>required</u>; b/ The address books in the Email. SAT C s must contain correct addresses/numbers.
  - c/ In case of emergency consider sending a DISTRESS MESSAGE!!
- 12 To ensure compliance with ISM and ISPS Code requirements.

As relevant for the type of emergency - actions & reporting is to be in accordance with

- 1. SERM Manual & FCL 15 (as amended), FCL 07( as amended),
- SOLAS Training Manual and <u>Ship Specific</u> Emergency Muster List and ISM Contingency Plans.
- 3. Ship Security Plan- ISPS Contingency Plans;

#### Proposed Scenario:

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VESSEL: CLIPPER BRUNELLO
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EXERCISE: COMBINED EXERCISE



	ANNUAL ISI	# & ISPS EXERCISE -SCENARIO
E	Edition:	1
1	ssue Date:	11-2021



- Vessel at Tianjin anchorage in ballast condition, <u>awaiting</u> for loading.
- 2. Master received phone call from Tianjin port authorities that one Bomb was put on board.

#### ISPS Contingency Plan - Bomb Threat/Suspicious parcel/Evacuation-procedure activated:

- 3. General alarm sounded: crew mustered, briefed, safety precaution given.
- Master orders to search of the vessel for Bomb. CSO informed.
- 5. The search teams commenced searching as per SSP contingency plans.
- After few minutes from commencement of searching search team no 4 reports that the bomb was found in Steering gear room.
- Master ordered crew to evacuate Steering gear room and adjacent spaces, CSO and Chinese MRCC informed VIA PHONE (+86 10 6529 2218) and by email: cnmrcc@mot.gov.cn.
- 8. Ship Security Contingency Plan Bomb Threat at sea activated.
- The crew have been preparing to shift the bomb to safety location, then unfortunately bomb exploded by itself in Steering gear.

#### ISM Contingency Plan Fire and Explosion - Steering Gear Room activated:

10. General alarm sounded, public announcement including location of fire in Steering Gear Room made, Shore Based Emergency Response Team ERT informed. Crew mustered on Muster station. Checked for missing persons, crew accounted for, commenced firefighting, considering of proximity of flammable material (chemicals being stored within), ensured that fuel supply is cut, safety of fire-fighters – temperature, breathable atmosphere, isolated electric power in area, risk of explosion, reducing supply of OXYGEN (flaps, dampers, doors) - Broadcasted by VHF Pan Pan Pan message.

#### ISM Contingency Plan Oil Spillage and Pollution activated:

- 11. Chief Officer reported that the Fire in steering gear room was extinguished, but steering gear lube oil tank was damaged by Bomb and oil spilled on board.
- 12. SOPEP equipment and improvised means to contain spillage on board have been used. ERT informed to stay in touch. Clean up process started up at the scene of spillage by crew using all SOPEP locker materials available, including portable pump.
- 13. Confirmed oil spill clean-up completed and no oil spill overboard reported. All materials and equipment used reported secured. All available legal evidence collected. ERT informed to stay in touch.
- 14. After further checks, found steering gear badly damaged, without possibility of steering the vessel either in remote or local emergency mode. ERT informed that towage assistance is required when the vessel will be leaving the Anchorage.

#### ISM Contingency Plan Emergency Towage activated:

- 15. Public announcement made. Crew mustered on Muster Station and briefed. Consultation has been made with ERT in respect of towage / salvage agreement. Referred to Emergency Towing Booklet for available equipment, arrangements and technical details. Necessary information required for towing have been sent to ERT by e-mail.
- 16. Company ERT continue to work with Flag State, MRCC, Towing Company.

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ANNUAL ISM & ISPS EXERCISE -SCENARIO

Edition: 1
Issue Date: 11-2021



This is just the scenario - no times included.

Times will be included at the end in SOF& Review of the exercise and crew actions and performance.

Many thanks in advance.

Best Regards,

Captain Piotr Montwill

Master of M/V CLIPPER BRUNELLO Email: clipperbrunello@skyfile.com

SAT PHONE PREFERRED

= +852 58036235 (Bridge and Master's Cabin)

SAT PHONE

+47 23672542 (Bridge and Master's Cabin)

SAT PHONE(Back-up Only) : +881677702616 (Bridge and Master's Cabin)

SAT-C <u>=</u> 453847431 / 453847432

**EXERCISE VESSEL: CLIPPER BRUNELLO** FLAG: MARSHALL ISLANDS FLAG NAME OF **CLIPPER BRUNELLO & TAMAR COMBINED EXERCISE EXERCISE:** 



#### B. Form ER 03 - Vessel Emergency Info Report

TAMAR SHIP MANAGEMENT LTD. ER 03-VESSEL EMERGENCY INFO REPORT TAMAR SHIP MANAGEMENT PTE LTD

Standard Initial Notification Report-Information to be requested from/sent by the vessel-If & When & What Time permits!!! FIRST TO THE COMPANY!!

<b>‡</b> +	Standard Initial Notification Report- Information to be requested from/sent by the vessel- If & When & What Time permits!!! FIRST TO THE COMPANY!!			
Ship Name, Call Sign, <u>Flag.</u> Master's Name		CLIPPER BRUNELLO / V7QW7 / MARSHALL ISLAND / PIOTR MONTWILL		
2.	Date And Time of Event, UTC	01 MARCH 2024 at 1538 tt / LT= UTC +8		
3.	Positions: Lat, Long	Lat: 38-57.6'N / Lon: 118-02.6'E, at Tianjin, China Anchorage.		
4.	Bearing, Distance from Landmark	North Breakwater 267 Degr. / 6.70 Nm		
5.	Course	327 degr.		
6.	Speed, Knots	0.0 kt		
7.	Intended Track	N/A		
8.	MRCC / Coastal Radio Stations(s) Guarded / Available in the area.	YES, Chinese MRCC informed phone no. +86 10 6529 2218 and email address: cnmrcc@mot.gov.cn.		
9.	Date And Time Of Next Report, UTC/LT (interval)	To inform CSO / ERT verbally, every 10 minutes by phone.		
10.	Type And Quantity Of Cargo( & any DC Cargo/Bunkers On Board/ Tanks statement and Stability and Trim calculations	Vessel on ballast condition / Nil DC cargo /Bunkers: VLSFO = 742.0 mt, LSMGO = 159.0 mt. All ballast tanks 95% - Full of their capacity. Draft: F = 4.15 m, A = 6.85 m, BM = 80%, SF = 76%		
11.	Brief Details of Incidents/Failures/ Defects/Deficiencies/Damages/: Number Of Crew <u>And</u> Details Of Any Inquiries:	Vessel received phone call from Tianjin port Authorities that one bomb was put on board. Bomb has exploded at Steering gear room which in consequence become damaged. Fire and oil spillage occurred in Steering gear room. Total 19 crew on board – All in good condition.		
12.	Brief Details of Pollution, if any, including estimate of quantity lost:	No pollution.		
13.	Media Policy and Procedure Reminded to the Crew:	All media inquiries must be responded in the same way: "Call our Media Centre: + 44 20 72839915" For all Crew: No posting on the Social Media, No info sent via any communication means.		
14.	Brief Details <u>Of</u> Weather And Sea Conditions	Wind: N/4, state of the sea: 3. Overcast.		
15.	Additional Information) Including:  Other Details Of Incident:  Need For Outside Assistance: Actions Being Taken: Details Of P&I Club And Local Correspondent:	See attached scenario. Vessel needs Towage assistance due to damage of steering gear. See attached scenario. H&M, P&I Huatai Insurance Agency & Consultant Service Ltd Room 8501, E8B Binhai Finance Zone No. 20, Guang Chang East Road Teda Tianjin 300457 China Phone: +86 22 6622 0722 E-mail: tianjin@huatai-serv.com Web: www.huataimarine.com Fax: +86 22 6622 0725		
15.	VDR DATA SECURED, INSTRUCTIONS TO BE GIVEN, AFTER COMPANY E.R.T. IS CONSULTED.	Confirm.		

Γ	Edition 1 Rev 0	Page 1 of 2	To be used by Vessel when Reporting to Company/MRCC	1
	Issued: August 2018		Copy sent to Company	
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CLIPPER BRUNELLO

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CLIPPER BRUNELLO & TAMAR COMBINED EXERCISE



TAMAR SHIP MANAGEMENT LTD.
TAMAR SHIP MANAGEMENT PTE LTD.

The Company ERT continue to work with Flag State, MRCC and Towing Company.

E.R.T. = EMERGENCY (SHORE BASED) RESPONSE TEAM

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VESSEL: CLIPPER BRUNELLO
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#### C. CLIPPER BRUNELLO - ATED

TAMAR SHIP	MANAGE	MENT LTD			ATED - ADI	OITIO	NAL TRAINII			ORD FORM
Vessel:	MV CLIF	PER BRUI	NELLO	Plac	e (Port/Sea)		SEA // 38- 'N, 118-02.6'E	Date	:	01.03.2024
Subject of Tra Exercise, Drill					AND TAMA D EXERCIS		IIP MANAG	EMEN	IT -	ANNUAL
Type (delete if not applicable):		RCISE CTICAL	DRILL PRACT							
Equipment Used (Insert as applicable):	LSA - AL NECESS ACORDIN TYPE OF EMERGE	ARY NG TO	FFA - A NECES: ACORDIVE EMERG	SARY ING E OF	OTHERA NECESSARY EQUIPMENT FOR RESCU ALCESSARY EQUIPMENT FOR CONTAINING AND CLEAN UP OF OILS AND ALL SAND ALL SEQUENCES AND ALL SEQUENC	E. ING PILL	SHIP SECURITY PLAN - RELEVANT PARTS OF SERM MAN & FCL 15 A AMENDED, 07 AS SHIP SPEC CONTINGE PLANS//FE ANT AIDE MEMORY/FE ANT AIDE MEMORY/FISON PLANS//FE ANT CALE/FISON PLANS//FISON PLANS//	IUAL S FCL IFIC NCY LEV NDIV ETY Y ELEV P NS//	US SP RE TY	. GENERAL E PPE & ECIFIC AS QUIRED BY PE OF ERGENCY
Instructor / Tra Master & Nam applicable	e(s) – Inse	ert as	MASTE	R OF	MANAGEME CLIPPER BRI	JNEL	LO – CAPT.			
Seafarers / Cro Supernumerar Insert Ranks a applicable):	ies in atte	endance 💪	2. KIRLA 3. ODAG 4. VELM 5. VLAC 6. RAMA	ANDI RA BIU ANI IURUGA HOVICACHAN	DDYMYR - CH AFAEL COSTII DREI CIPRIAN AN SAKTHIVEI NICOLA - 2 E DRAN VELIYA THEW - ETO	N – 2 – 3 <u>C</u> L – CI NG.	OFF. DEF. H. ENG.			

TAMAR SHIP MANAGEMENT LT	D ATED – ADDITIONAL TRAINING, EXERCISE, DRIL RECORD FORI
F	8. TANDEL BHAVESHKUMAR – BOSUN 9. SINGH SANJEEV KUMAR - AB 10. SHARMA PANKA J - AB 11. TRIBHUVANE HARBHAL KAILAS - AB 11. TRIBHUVANE HARBHAL KAILAS - AB 13. TRIBHUVANE HARBHAL KAILAS - AB 13. THAKUR NITIN KUMAR – TR. OS. 14. CHAURASIVA SATVENDRA – FITTER 15. THAKUR SANJEEV – OILER 16. SINGH PUSHPINDER – OILER 17. BADI DHANRAJ RAO – COOK 18. KHAN SHAHNAVAJ – MESSMAN  Carried out Annual ISM & ISPS combined exercise with Company ERT.
Description of the training, evaluation of performance of the training and participants:	Scenario as below.  Vessel at Trainji Anchorage in ballast condition, axasting for loading.  Master received phone call from Tianjin por authorities that one Bomb was put on board.  1. ERT proved to respond well to a series of emergencies which noneety deat with, offering all necessary support to the vessel and her crew. Communication link between ERT and ship proved to be received. The provided of the provided
Participants ( <u>Attendees)</u> <u>feedback</u> /comments /proposals :	All orders and actions well understood by all participants and carried out properly in a determined manner.  All times given are a Local Time / UTC +8 which are the same for the vessel
Summary:	All times given are a Local time / UTC +8 which are the same for the vessel and ERT.  ALL MESSAGES TO THE CREW AND TO THE CSO CONTAINS: MV CLIPPER BRUNELLO: THIS IS A DRILL, THIS IS A DRILL,  1536 hrs - Vessel received phone call from Tianjin port authorities that one Bomb was put on board.  1540 hrs - Master announced General Alarm / PA and ordered searching of the vessel against bomb. DPA/CSO informed by mobile phone.  1544 hrs - Crew mustered at Muster Station.  1546 hrs - All crew briefed, searching of the vessel commenced.
Edition 2 Rev 0	Original: Vessel Master's I

room.  1951 hrs — Master ordered crew to evacuate Steering gear room and adjacent spaces – to go outside accommodation and gather on main deck. ERT informed. Chinese MRCC informed (simulation only) via phone (+86 10 6598 21818) and by email: connectioned (simulation only) via phone (+86 10 6598 21818) and by email: connectioned (some tax on the continuation only).  1958 Continuency Plan – Bromb threat activated.  1958 hrs – The eomb exploded. Master sounded deneral Alarm / PA.  195M Contingency Plan Fire and Explosion – Steering Gear Room activated.  1955 hrs – The corn bexploded. Master sounded General Alarm / PA.  195M Contingency Plan Fire and Explosion – Steering Gear Room activated.  1957 hrs – All Ripp, dampers in engine room shut down, electric power disconnected. Emergency fire pump started. Broadcast PAN (AN) message via Vier (simulation only).  1959 hrs – Fighting with fire commenced.  1000 hrs – Eighting with fire commenced.  1001 hrs – Received into from Cyput. — medium fire and fire fighting in progress.  1007 hrs – Ch. Off. reported fire in Steering Gear room extinguished but steering gear lube oil tank is damaged by the bomb explosion and oil spilled on board – Est informed.  1500 hrs – General alarm sounded / PA.  1610 hrs – Crew gathered at Muster station and briefed about the situation. Ordered for preparation of all SoPEP equipment.  1621 hrs – Crew gathered at Muster station and briefed about the situation. Ordered for preparation of all SoPEP equipment.  1621 hrs – Set started cleaning and containing the spill. (\$6.60, commenced the transfer of oil from damaged tank to another one.  1635 hrs – Cleaning operation completed. The same time (\$6.60, reported that steering system is badly damaged and steering gear cannot be used either in remote or local emergency mode – Est informed that towage	room.  1951 hrs — Master ordered crew to evacuate Steering gear room and adjacent spaces – to go outside accommodation and gather on main deck. ERT informed. Chinese MRCC informed (simulation only) via phone (+86 10 6529 2218) and by email: cmarceformed (simulation only) via phone (+86 10 6529 2218) and by email: cmarceformed (simulation only) via phone (+86 10 6529 2218) and by email: cmarceformed (simulation only) via phone (+86 10 6529 2218) and via properties of the continuation only via phone (+86 10 652) and via properties of the continuation of the continuation on the continuation of the cont	TAMAR SHIP MANAGEMENT LT	D	ATED – A	DDITIONAL TRAINING	
1951 hrs – Master ordered crew to evacuate Steering gear room and adjacent spaces – to go outside accommodation and gather on main deck. ERT informed. Chinese MRCC informed (simulation only) via phone (+86 10 6530 213) and by email: Connected most activated.  1958 hrs – All crew accounted for - on main deck – nobody missing, all in good condition.  1954 hrs – The Bomb exploded. Master sounded General Alarm / PA.  1956 Contingency Plan Fire and Explosion – Steering Gear Room activated.  1955 hrs – The crew mustered at Muster Station, accounted for and briefed.  1957 hrs – All flaps, dampers in engine room shut down, electric power disconnected. Emergency fire pump starred. Broadcast PAN CAN message via VHF (simulation only).  1959 hrs – Fighting with fire commenced.  1000 hrs – Eighting with fire commenced.  1001 hrs – Received infor from C <sub>DOT</sub> – medium fire and fire fighting in progress.  1007 hrs – Ch. Off. reported fire in Steering Gear room extinguished but steering gear lube oil tank is damaged by the bomb explosion and oil spilled on board – ERT informed.  1950 hrs – Gerear alarm sounded / PA.  1950 hrs – Gerear alarm sounded / PA.  1951 hrs – Crew gathered at Muster station and briefed about the situation. Ordered for preparation of all Sporter quipment.  1951 hrs – Crew gathered at Muster station and briefed about the situation. Ordered for preparation of all Sporter quipment.  1951 hrs – Crew started cleaning and containing the spill. Ch. 606 commenced the transfer of oil from damaged tank to another one.  1951 hrs – Crew of the commenced of the ready of the spilled and the commenced the transfer of oil from damaged tank to another one.	1951 hrs – Master ordered crew to evacuate Steering gaer room and adjacent spaces – to go outside accommodation and gather on main deck. ERT informed. Chinese MRCC informed (Simulation only) via phone (+86 10 630 2218) and by email: consequent, account and under the phone (+86 10 630 2218) and by email: consequent, account and consequent accounts of the phone (+86 10 630 2218). ISS hors – All crew accounted for - on main deck – nobody missing, all in good condition.  1954 hrs – The Bomb exploded. Master sounded General Alarm / P.A. 1956 Nontingency Plan Fire and Explosion – Steering Gear Room activated. 1955 hrs – The crew mustered at Muster Station, accounted for and briefed. — ERT informed. (Fize flighting preparation started.  1957 hrs – All flight, adampers in engine room shut down, electric power disconnected. Emergency fire pump started. Broadcast PAN CAN message via VHF (simulation only).  1959 hrs – Firemen ready for flighting the fire.  1900 hrs – getting, with fire commenced.  1902 hrs – Received info from Ch.Off. — medium fire and fire flighting in progress.  1907 hrs – Ch. Off. reported fire in Steering Gear room extinguished but steering gear lube oil tank is damaged by the bomb explosion and oil spilled on board – ERT informed.  1908 hrs – General alarm sounded / P.A.  1909 hrs – General alarm sounded / P.A.  1910 hrs – Crew gathered at Muster station and briefed about the situation. Ordered for preparation of all SOPEP equipment.  1915 hrs – Crew started cleaning and containing the spill. (D. 606, commenced the transfer of oil from damaged tank to another one.  1915 hrs – Crew started cleaning and containing the spill. (D. 606, commenced the transfer of oil from damaged tank to another one.  1915 hrs – Crew started cleaning and containing the spill. (D. 606, commenced the transfer of oil from damaged tank to another one.  1915 hrs – Crew started cleaning and containing the spill. (D. 606, commenced the transfer oil from damaged tank to another one.  1915 hrs – Crew started cleaning and containing					RECORD FOR
ISM Contineency Plan Emergency Towage activated, 1618 hrs - General Alarm sounded / PA. 1620 hrs - Crew mustered at Muster Station, briefed about necessity of towage and ERT arrangement in progress for that. 1623 hrs - Consultation has been made with ERT in respect of towage. All necessary equipment checked and found ready to use All available evidence Collected.	<ul> <li>ERT continues to work with Flag state, MRCC, Towing company.</li> <li>Flag State to be consulted for exemption to sail to next port with steering equipment out of order. Risk assessment to be carried out and enforced in this respect.</li> </ul>	TAMAR SHIP MANAGEMENT L	room. 1551 hrs adjacent adjace	i – Master ordered cre : spaces - to go outside : spaces - to go outside : all crew accounted distingency Plan - Bomb : - All crew accounted didition. : - The Somb exploded integency Plan Fire and : - The crew mustered integency Plan Fire and : - The crew mustered : - The ground ready for fire : - Fighting p of the fire : - Fighting with fire or : - Received info Plan Gill Said : - Firemen ready for fi : - Fighting with fire : - Firemen ready for fi : - Fighting with fire : - Firemen ready for fi : - Firemen ready f	w to evacuate steering g a accommodation and g a normal formed (simulation on formed dismulation dis	RECORD FORI  ear room and ther on main deck.  yo via phone (+86 10 ion only).  ddy missing, all in  al Alarm / PA.  Lar Room activated,  neted for and briefed.  y, electric power  PAN DAN message  d fire flighting in  extinguished but  losion and oil spilled  ted.  d about the situation.  iii. Ob. 60s.  eoch. 60s. reported  or cannot be used  or the contraction.  bout necessity of  opect of towage.

//as the training session carried ut efficiently in a proper manner and all participants well understand this exercise and did their best.  Yes articipants understood what is appening?  //as the training session useful?  Yes — it was a great opportunity to test the connection with the Company ERT, the crew and equipment in case of real emergency.	AMAR SHIP MANAGEMENT LT	TD	ATED – ADDITIONAL TRAINING, EXERCISE, DRILL RECORD FORM
At efficiently?  all participants well understand this exercise and did their best. articipants understood what is spening?  / Yes - it was a great opportunity to test the connection with the Company ERT, the crew and equipment in case of real emergency.  1. Master must dedicate OOW for communication in case of emergency.  2. All crew must be familiar with Company's SMS, ship's specific and duties / responsibilities.  3. VDR data must be saved after consultation with the Company.  4. In case of emergency as much as possible evidence must be collected and saved.			TESOTETSTA
ut efficiently?  all participants well understand this exercise and did their best articipants understood what is appening?  //es - It was a great opportunity to test the connection with the Company ERT, the crew and equipment in case of real emergency.  1. Master must dedicate OOW for communication in case of emergency.  2. All crew must be familiar with Company's SMS, ship's specific and duties / responsibilities.  3. VDR data must be saved after consultation with the Company.  4. In case of emergency as much as possible evidence must be collected and saved.			
appening?  Ves – it was a great opportunity to test the connection with the Company ERT, the crew and equipment in case of real emergency.  Fornclusions (Lessons Learnt and identified training requirements):  Master must decloate OOW for communication in case of emergency.  All crew must be familiar with Company's SMS, ship's specific and duties / responsibilities.  VDR data must be saved after consultation with the Company.  In case of emergency as much as possible evidence must be collected and saved.	Vas the training session carried ut efficiently?		
vas the training session useful? Company ERT, the crew and equipment in case of real emergency.  Company ERT, the crew and equipment in case of real emergency.  Naster must dedicate COW for communication in case of emergency.  All crew must be familiar with Company's SMS, ship's specific and duties / responsibilities.  NOR data must be saved after consultation with the Company.  In case of emergency as much as possible evidence must be collected and saved.	articipants understood what is appening?		
Master must dedicate COW for communication in case of emergency.     All crew must be familiar with Company's SMS, ship's specific and duties / responsibilities.     VDR data must be saved after consultation with the Company.     In case of emergency as much as possible evidence must be collected and saved.	Vas the training session useful?	Compar	y' ERT, the crew and equipment in case of real emergency.
All crew must be familiar with Company's SMS, ship's specific and duties / responsibilities.     VDR data must be saved after consultation with the Company.     In case of emergency as much as possible evidence must be collected and saved.			
VDR data must be saved after consultation with the Company.     In case of emergency as much as possible evidence must be collected and saved.	<ol> <li>Master must dedicate OO\</li> </ol>	N for com	munication in case of emergency.
In case of emergency as much as possible evidence must be collected and saved.	<ol><li>All crew must be familiar w</li></ol>	ith Comp	any's SMS, ship's specific and duties / responsibilities.
• , ,			
CCTV on board will be very helpful as well.	<ol> <li>In case of emergency as n</li> </ol>	nuch as p	ossible evidence must be collected and saved.
	<ol><li>CCTV on board will be ver</li></ol>	y helpful a	as well.

**EXERCISE** 

VESSEL:

CLIPPER BRUNELLO

FLAG:

MARSHALL ISLANDS FLAG

NAME OF

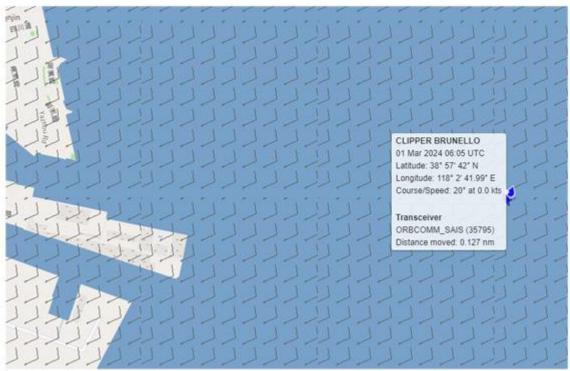
CLIPPER BRUNELLO & TAMAR

COMBINED EXERCISE



#### **D. Vessel Location**

#### Clipper Brunello Vessel Position





EXERCISE

VESSEL:

CLIPPER BRUNELLO

FLAG:

MARSHALL ISLANDS FLAG

NAME OF

CLIPPER BRUNELLO & TAMAR

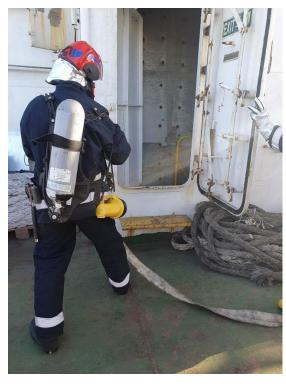
COMBINED EXERCISE



#### E. Pictures for the exercise









**VESSEL: CLIPPER BRUNELLO** FLAG: MARSHALL ISLANDS FLAG NAME OF **CLIPPER BRUNELLO & TAMAR** 

**EXERCISE:** 





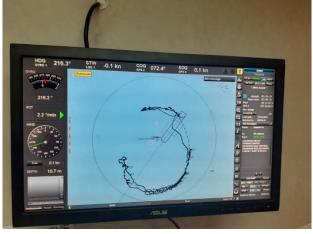












VESSEL:

CLIPPER BRUNELLO

FLAG:

MARSHALL ISLANDS FLAG

NAME OF

CLIPPER BRUNELLO & TAMAR

COMBINED EXERCISE





09. Media Advisory Report Nil