



# SHIP/SHORE SECURITY DRILL

## 2015 ANNUAL EXERCISE

### DATE 29 JULY 2015

Vessel name:	IVS SPARROW HAWK	Date:	29.07.2015
Position	06:31N 058:44E		
Time from:	1400 LT	Time to:	1543 LT

REVIEWED AND APPROVED BY COMPANY SECURITY OFFICER

CAPT SUNIL CHOPRA

## **2015 SHIP/SHORE SECURITY DRILL**

### **Introduction**

The basic objective of this exercise is to provide the mechanisms that will test and validate the Ship Security Plan (SSP) both for the CSO and the ship with the participation of the Master, the SSO and the senior officers on the ship. The exercise is intended to test the entire security program of the Ship and Grindrod Shipping. During the exercise, should any participant identify any areas for improvement in existing plans and policies, they should be reported to the CSO for inclusion in future revisions of the SSP.

The documentation process included shall meet all requirements of the Ship Security Plan (SSP).

All Exercise activities, documents, and materials containing or referencing Ship security information should be handled and stored as Sensitive Security Information (SSI).

### **Exercise Requirements**

The ISPS Code Requires that a Security Exercise be conducted annually with no more than 18 months interval. These requirements are specifically located in:

- Part A: 13.4 & 13.5
- Part B: 13.7

The ISPS requires that the exercise should test:

- Communications
- Coordination
- Resource Availability
- Response

### **Documentation**

All documentation, pertaining to exercises conducted by Ship to be retained in ship security file and maintained by the SSO as part of the Ship Training Records, and by the CSO as Training Records for Grindrod Shipping.

NOTE: All Drill and Exercise documents and After Action Reports containing or referencing ship security information should be handled and stored as Sensitive Security Information (SSI).

## **2015 SHIP/SHORE SECURITY DRILL**

### **OBJECTIVES**

Specific objectives of this exercise are:

- General familiarity of the Ship's crew and the Company's staff with the ISPS Code requirements related to exercise notifications and actions including communication, coordination, resource availability and response.
- Test the ability of the SSO and the Ship's Management Team to effectively manage a Security Incident Emergency situation
- Test the Ship's ability to communicate internally, and externally to the CSO
- Test the CSO and company's ability to manage an emergency situation, and to make all necessary contacts to contractors and government agencies
- Test the SSO's ability to thoroughly document all actions taken during the exercise.
- To test the 24 hour emergency number, the hotline number and all communication equipment
- To assess the effectiveness of implementation of ship security plan
- To understand and evaluate logistics requirement.
- To familiarize and to rehearse key personnel of their role during an emergency
- To test the element of SSP SECTION 11 Procedures against breach of security AND Appendix Contingency Plans ( 11.3 / 11.4 / 11.5 )
- To identify the weakness / lapses (which can be improved later) in our system

### **EXERCISE STRUCTURE**

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

Upon completion of the Exercise, the CSO and the Master/SSO will have tested the key areas of their Ship Security Plan (SSP). Responses should be realistic and based on existing policies, procedures and plans. All crewmembers and other participants are encouraged to participate openly, and to report observations and suggestions. Issues arising from the scenario should be thoroughly discussed.

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

If the team finds that the existing SSP is inadequate to address the issues, it shall be noted. If any suggestions for improvement are discovered, they should be included in the "Suggestion to improvement"

## **2015 SHIP/SHORE SECURITY DRILL**

### **Exercise Ground Rules**

- SSO (Master) will contact the Ship Manager through their regular contact phones 15 minutes before the start of the exercise in order to ensure that all is clear at both ends to proceed with the exercise.
- SAFETY FIRST. All personnel shall be responsible for the safe Navigation and Operation during exercise. If an unsafe condition or operation is discovered, ensure to notify the SSO or the Master. The Master to determine whether the situation can be corrected and if exercise should continue.
- Begin and end all telephone and radio conversations with the statement **“THIS IS A DRILL”**. Ensure this statement is included on all email exercise documents.
- At the time of the official start of the exercise, SSO will give the initial notification to the CSO via the hot line (24 hours) Telephone number, as obtained from the “Emergency Communication System Diagram”. The exercise will begin with this notification.
- E-mail Address to be used during the exercise :technical@grindrodshipman.com
- Ship Security Alert System shall be also tested with company
- Following forms / procedures shall be complied with :
  - MPA form of reporting of security incident shall be used.( Appendix 6 )
  - Report of security incident and breaches of security as per SSP shall be used.
  - SSP section 9, 11, Appendix 11-section 3 , 5
- RECORDS - All documents and checklists exchanged by fax or email used during the Exercise should be filed in the Security drills and Training file. All details to be logged in the security log book as an evidence of the Ship Shore Security Exercise. Record of all verbal & written communication, copies of all scribble-sheets etc, of this scenario must be collected and kept in security file. On board contingency measures shall also be recorded.
- All communication during this exercise shall be done only with the “role play” persons/parties as listed below. No other persons/parties shall be contacted.
- In the event of a REAL EMERGENCY THIS EXERCISE WILL BE TERMINATED
- All calls shall be documented as part of the Exercise.
- All actions taken during the exercise, time, event, and description of activity (such as telephone call or personal contact) shall be recorded.
- The Exercise will be terminated by CSO, once all objectives have been satisfied.

## **2015 SHIP/SHORE SECURITY DRILL**

- Debriefing shall be held in office after the Security Exercise. During this debriefing, participants shall discuss the response and identify areas that were well handled, opportunities for improvement, and suggested action items.
- The SSO shall follow-up this exercise with a debriefing and evaluation, involving all the exercise participants.

### **Parties Involved:**

#### LEVEL OF INVOLVEMENT

- Ship and office only
- Charterers / Flag State / P&I Club role etc was played within office

	Party / Person	Name	Telephone
1	“Vessel” / Master / SSO	Capt. Celso Cruz Torlao Jr	Vsat (Bridge) : +65 3163 0156 Vsat (Captain) : +65 3163 0157 FBB Voice (Bridge & Captain) : +870 773 930 955
2	CSO	Capt Sunil Chopra	+65 9777 2871
3	Owner (notification level)	Roy scallan	+27 - 083- 300 7085
4	Voyage charterers – Louis Dreyfus Commodities (notification level)	Roy scallan	+27 - 083- 300 7085
5	UK P&I Club (notification level)	Roy scallan	+27 - 083- 300 7085
6	H&M – vis brokers Willis (notification level)	Roy scallan	+27 - 083- 300 7085
7	K&R insurers Novae – Crisis Team (notification level)	Roy scallan	+27 - 083- 300 7085
8	Guarding company – 30 South Maritime (notification level)	Roy scallan	+27 - 083- 300 7085
9	Emergency team Durban	Mike	+27 82 737 7535
10	MPA (notification level)	CSO	+65 9777 2871

## 2015 SHIP/SHORE SECURITY DRILL

### Preparation:

All parties were called over telephone, followed up by e-mail to appraise of the drill. All parties mentioned above actively participated in the drill.

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

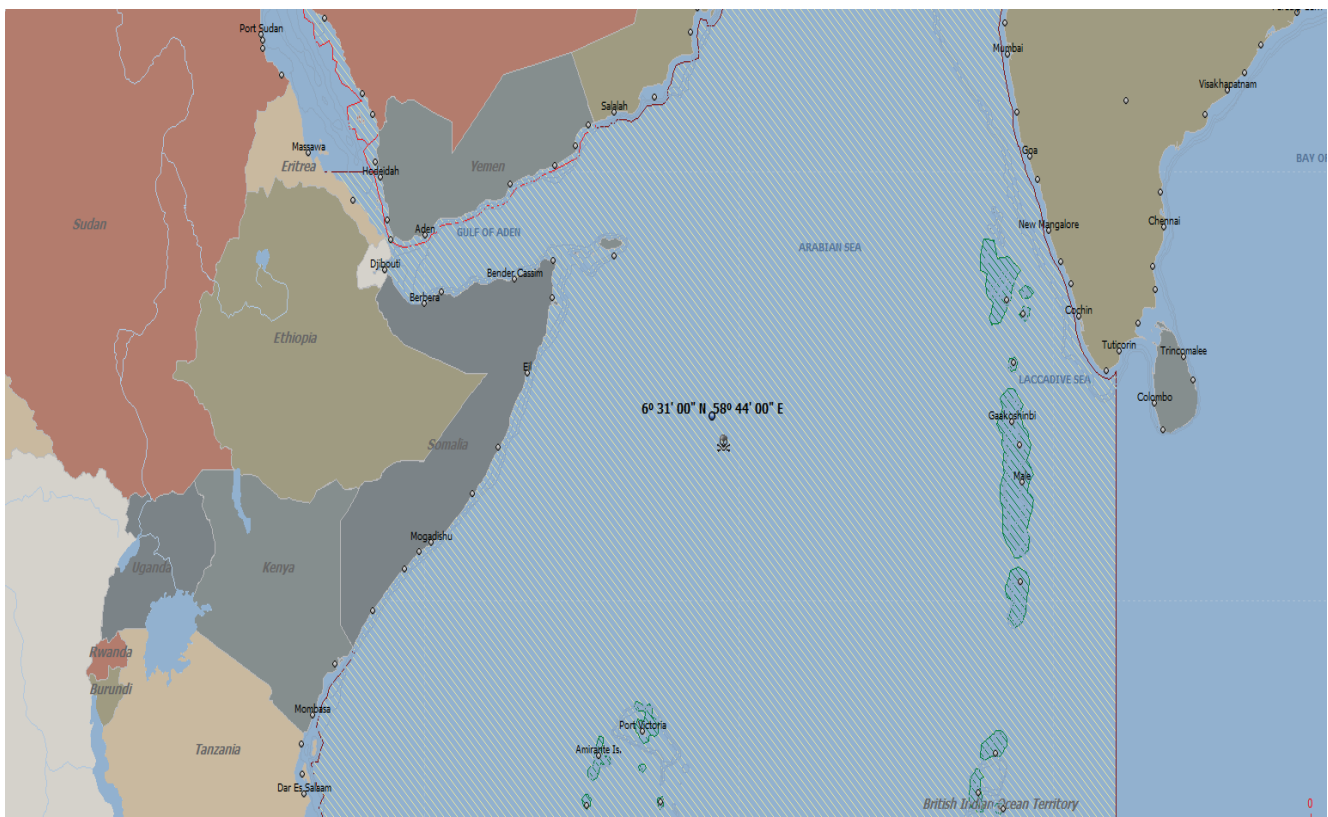
### COMMUNICATION:

Through Telephone and Email

### EXERCISE SCENARIO

Vessel is presently in Arabian sea area at position LAT: 06:31N LON: 058:44E AND has implemented security measures as per BMP

- Razor Wire Rigged
- Armed guards are on board
- Fire hoses rigged
- Addition Lookout posted at Navigation Bridge
- Accommodation Lockdown





**2015 SHIP/SHORE SECURITY DRILL**



**2015 SHIP/SHORE SECURITY DRILL**





## 2015 SHIP/SHORE SECURITY DRILL



Duty officer was monitoring target on radar while watch keepers are maintaining vigilant lookout.

Master is called up on the bridge by the watch keeping officer after he finds out suspicious crafts in the vicinity.

Crafts starts approaching vessel with high speed and using binoculars ship staff sighted 4 armed personnel on the craft



## **2015 SHIP/SHORE SECURITY DRILL**

Master assesses the situation and raises emergency alarm and calls all crew for Mustering and to reinforce all BMP measures that are in place. Then calls CSO, UKMTO, ships in the vicinity by VHF for informing the situation with request of possible assistance.

Upon Master's call; CSO informs the incident to top management of Grindrod and Emergency Response Centre (ERC) is manned thereafter.

Master activates SSAS INDICATING SECURITY DRILL (ADDRESSED ONLY TO COMPANY)

To evade the boarding attempts by pirates, Master starts all BMP recommended measures including increasing of speed & zig-zag maneuvers to deter pirates.

Fire pump was started and fire hoses activated along ship side to deter boarding of pirates.

Master informs all crew other than master, duty officer, AB and armed guards to proceed to engine room

All crew mustered in engine room and headcount taken in engine room

Meanwhile armed guards who are on board started firing in air and the craft starts moving away from vessel.

Vessel monitored crafts movement until well clear.

### **Minutes of Drill**

All Times Local (UTC + 8 HRS), Singapore Standard Time

Date: 29 .07.2015

<b>Time</b>	<b>Party</b>	<b>Remarks</b>
1400	Vessel	Vessel IN-TRANSIT HRA at ARABIAN, in position 0631N 05844E implementing security measures as per BMP. Armed guards are on bridge.
1405	Vessel	Duty 3NO was monitoring target on radar while watch keeper was maintaining vigilant lookout. Master was called up on the bridge by the watch keeping officer after he finds out 4 suspicious skiffs in the vicinity. Skiffs starts approaching vessel with high speed and using binoculars ship staff sighted 4 armed personnel on board.
1414	Vessel	Master assesses the situation and raises emergency alarm and calls all crew for Mustering and to reinforce all BMP measures that are in place .Master initiates Contingency Response Plan
1415	Vessel	Master calls CSO (Emergency Response Center). Also simulated calling UKMTO, Government of the area and ship's in the vicinity by VHF for informing the situation with request of possible assistance.
1417	Vessel	Vessel sends SSAS alert

**2015 SHIP/SHORE SECURITY DRILL**

1418	Vessel	All crew mustered in engine room for securing at citadel. Vessel increased speed and made zig-zag manoeuvres to deter pirates. Fire pump was started and fire hoses were activated along ship side.
1420	Vessel	Skiffs passed port side at high speed within 5 cables and Armed guards showed weapons and started firing warning shots upon which the skiffs stopped in the water and started moving away from vessel.
1421	CSO	CSO receives SSAS alert by email
1427	CSO	CSO acknowledges SSAS alert. CSO communicates the Pirate Attack threat and activation of Vessel Security response to Flag Administration MPA and will update MPA.
1427	CSO	<p>CSO informs vessel that Communication is established with the UKMTO and company shall co-ordinate activity with Master – SSO /CSO/UKMTO/MSCHOA/Flag Administration/30S as the Guard Team.</p> <p>CSO informs Master and SSO are to Attend Security Breach Notifications in Accordance SSP Section 11:</p> <p>Master is to attend following :</p> <ol style="list-style-type: none"> <li>1. activate ship security alert system,</li> <li>2. issue that all crew stand on emergency station/secure area,</li> <li>3. report to the Contracting Government of the area,</li> <li>4. follow instructions issued by the Contracting Government,/UKMTO/MSCHOA and co-ordinate same CSO</li> <li>7. follow the Contingency Response Plan for (as detailed in SSP):</li> </ol> <p>Appendix 11- Sections:</p> <ol style="list-style-type: none"> <li>1) Actions on a suspect boat approaching vessel</li> <li>2) Actions on a hijacking or hostile boarding</li> <li>3) Procedures for responding to pirates attack</li> </ol>
1436	CSO	CSO requests emergency team to send notification to PNI +Insurance HRA+ H&M + Charterers + 30S armed guard Company
1443	CSO	CSO establishes communication with Durban office – 24 hour telephone line
1445	Emergency team	<p>Informs CSO that the following entities have been contacted:</p> <ol style="list-style-type: none"> <li>1) UK P&amp;I Club</li> <li>2) H&amp;M – vis brokers Willis</li> <li>3) K&amp;R insurers Novae – Crisis Team</li> <li>4) Guarding company – 30 South Maritime</li> <li>5) Voyage charterers – Louis Dreyfus Commodities</li> </ol>

## 2015 SHIP/SHORE SECURITY DRILL

1511	CSO	<p>CSO confirms master the following: CSO is in contact with Flag Administration Singapore and UKMTO and the response of the Pirate Attack is being co-ordinated jointly with dispatch of warships attending in the Area plus Mustering of an aerial chopper team . An Armed Security team is en-route and will be in the vicinity of your vessel in the next hour.</p> <p>Crew must activate the SSP Piracy Contingency jointly with the Armed guards Security. Please bear in mind if the threat cannot be averted crew must prepare to be mustered in the secure location until on scene assistance arrives.</p> <p>Evacuation Procedure in Security Threats and Breach of Security Actions in Accordance SSP Section 5 and 11</p> <p>Master or his deputy is authorized to give the order to secure the crew ship. Everybody should assemble in a place designated, and take into account guidance given by Armed Guards .When there is no such instruction, everybody should take such action considered necessary to minimize damage to human life, properties and environment.</p>
1543	CSO	<p>CSO informs master that drill is called off and informs the following:</p> <ol style="list-style-type: none"><li>1) Familiarize with attached MPA Report form for Reporting Security Incident.</li><li>2) Whether Company Emergency 24Hr phone was tested during the Drill and status (initial calls on CSO Cell Phone and Desk Phone were well received).</li><li>3) Whether UKMTO contacts ( used for a reference) is posted in the vicinity of the GMDSS Station.</li></ol>

## 2015 SHIP/SHORE SECURITY DRILL

### Debriefing



Debriefing carried out on vessel after completion of drill. Following points were discussed onboard

- Compliance with protective / hardening measures as per BMP
- Procedures against breaches of security as per SSP
- Importance of training and drills – section 5 of SSP
- Contingency plans as per SSP – Appendix 11 of SSP
- Importance of mustering at safe muster point
- Master also stressed the importance of all staff to muster within very short time

Overall objectives of the drill were found satisfactory.

The ISPS requirements of testing the following were found satisfactory:

- Communications
- Coordination
- Resource Availability
- Response

SSAS was tested and found satisfactory.

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

With very effective briefing, ship staff found the drill very fruitful.



## 2015 SHIP/SHORE SECURITY DRILL

### Drill or Exercise Evaluation Worksheet

1. Were all personnel knowledgeable of their duties and responsibilities for this type of event?	Yes	Over the years; most staff including ship personnel have attained good knowledge to focus on practical aspects of the emergency scenario.
2. Were all personnel capable of performing the duties expected of them?	Yes	All ship staffs including office personnel have performed their duties quite well
3. Were proper procedures followed?	Yes	Procedures were all complied with.
4. Were security plans and other written instructions accurate and non-contradictory?	Yes	Guidance & Instructions in the SSP were relevant.
5. Were response activities appropriately documented during the incident?	Yes	Documentation was handled well
6. Timely implementation of procedures as per SSP	Yes	Master / SSO was well versed with the SSP; hence his action was prompt and to the point.
7. Were all security equipment including communication were found in order? Was a quick list of contacts were kept handy at the bridge?	No	SSAS & other on-board security equipment were found in order except for the 24Hr Emergency call out number: +65 6632 1380 which was not successful during the drill
8. Are modifications to the Ship Security Plan required?	No	The BMP measures along with the SSP guidance was found to be adequate for handling such security crisis.  However, SSP need to be updated time –to-time when any additional antipiracy measures are recommended in the BMP; or even when any of the existing measures are amended to mitigate the threat.
9. Are new or modified training plans needed for personnel?	No	Present drill planner is sufficient
10. Have any "Best Practices" been identified that may be shared with others?	No	Any best practice identified shall be shared with the fleet

## 2015 SHIP/SHORE SECURITY DRILL

### FINDINGS / COMMENTS / SUGGESTION FOR IMPROVEMENT

#### Comments:

- 1) 24Hr Emergency call out number: +65 6632 1380 was not successful during the drill due to unstable network
- 2) "USEFUL CONTACT DETAILS" as per BMP4 Annex A not posted in bridge

#### Corrective actions:

- 1) Vessel to retest 24Hr Emergency call out number: +65 6632 1380:

Completed on: 4 Aug 2014

- 2) Posted on 29 July 2015.

#### ANNEX A

## Useful Contact Details

#### 1) UKMTO

- Email: UKMTO@eim.ae
- Telephone (24hrs): +971 50 552 3215

#### 2) MSCHOA

- Via Website for reporting: [www.mschoa.org](http://www.mschoa.org)
- Email: [postmaster@mschoa.org](mailto:postmaster@mschoa.org)
- Telephone: +44 (0) 1923 958545
- Fax: +44 (0) 1923 958520

#### 3) NATO SHIPPING CENTRE

- Website: [www.shipping.nato.int](http://www.shipping.nato.int)
- Email: [info@shipping.nato.int](mailto:info@shipping.nato.int)
- Telephone (24hrs): +44(0)1923 956574
- Fax: +44(0)1923 956575

#### 4) MARLO

- Website: [www.cusnc.navy.mil/marlo/](http://www.cusnc.navy.mil/marlo/)
- Email: [marlo.bahrain@me.navy.mil](mailto:marlo.bahrain@me.navy.mil)
- Office: +973 1785 3925
- Duty (24hrs): +973 3940 1395
- Fax : +973 1785 3930

#### 5) INTERPOL

- Website: [www.interpol.int](http://www.interpol.int)
- Email: [os-ccc@interpol.int](mailto:os-ccc@interpol.int)
- Telephone (24hrs): +33(0) 4 72 44 76 76

## 2015 SHIP/SHORE SECURITY DRILL

### Record of communications:

-----Original Message-----

From: 456558310@satmailc.com [mailto:456558310@satmailc.com]

Sent: 29 July 2015 02:21 PM

To: Grindrod Ship Management - Technical

Subject: SSAS ALERT REPORT

!!!! Test Call !!!!

--- SSAS ALERT MESSAGE ---

Vessel Name: IVS SPARROWHAWK

MMSI: 565583000

IMN: 456558310

IMO: 009712656

Call Sign: 9V2742

LAT: 06:28.47N

LON: 058:42.58E

Time: 07/29/2015 06:17:33(UTC)

COURSE: 210 deg

SPEED: 12 kn

Time: 07/29/2015 06:17:52(UTC)

To: Master IVS SPARROWHAWK

Fm: GSM- Singapore

IVS SPARROWHAWK- PIRATE ATTACK

THIS IS A DRILL

Master /CSO

WE acknowledge Receipt of the vessel SSAS Alert activated by vessel pertaining to threat of a Pirate Attack whilst underway.

Please activate the Ship Security Plan response.

We confirm CSO and Shore office team are assembled in Office Emergency Response Centre (ERC) and the Office Emergency Plan has been Activated.

CSO has communicated the Pirate Attack threat and activation of Vessel Security response to Flag Administration MPA and will update.

Communication is established with the UKMTO and we shall co-ordinate activity with Master –SSO /CSO/UKMTO/MSCHOA/Flag Administration/30S as the Guard Team.

Master and SSO are to Attend Security Breach Notifications in Accordance SSP Section 11:

Master is to attend following:

1. activate ship security alert system,
2. issue that all crew stand on emergency station/secure area,

## 2015 SHIP/SHORE SECURITY DRILL

3. report to the Contracting Government of the area,
4. follow instructions issued by the Contracting Government,/UKMTO/MSCHOA and co-ordinate same CSO
7. follow the Contingency Response Plan for (as detailed in SSP):

Appendix 11- Sections:

Actions on a suspect boat approaching vessel  
Actions on a hijacking or hostile boarding  
Procedures for responding to pirates attack

Kindly update.

THIS IS A DRILL

Best Regards

Capt Sunil Chopra

DPA/CSO and HSEQ Manager

Grindrod Ship Management, a Division of Grindrod Shipping Pte. Ltd

200 Cantonment Road, #03-01, Southpoint, Singapore 089763

Office :+65 6323 0048 | Direct : +65 6632 1383 | HP: +65 9777 2871

technical@grindrodshipman.com

sunilc@grindrodshipman.com

Roy/Sunil

THIS IS A DRILL

As part of the response:

Pls activate notification with PNI +Insurance HRA+ H&M plus Charterers + 30S as armed guard Company.

Best Regards

Behalf Singapore ERC:

Sunil

Capt Sunil Chopra

DPA/CSO and HSEQ Manager

Grindrod Ship Management, a Division of Grindrod Shipping Pte. Ltd

200 Cantonment Road, #03-01, Southpoint, Singapore 089763

Office :+65 6323 0048 | Direct : +65 6632 1383 | HP: +65 9777 2871

technical@grindrodshipman.com

sunilc@grindrodshipman.com

Mike/Sunil

THIS IS A DRILL

IVS SPARROWHAWK

A DRILL FOR PIRACY THREAT IS UNDERWAY ON THE SUBJECT VESSEL.

This is to acknowledge our connection to your 24hour Telephone line which was well received. Thanks.

## 2015 SHIP/SHORE SECURITY DRILL

DRILL ONLY.

Best Regards  
Sunil  
Behal ERC Singapore

Capt Sunil Chopra  
DPA/CSO and HSEQ Manager  
Grindrod Ship Management, a Division of Grindrod Shipping Pte. Ltd  
200 Cantonment Road, #03-01, Southpoint, Singapore 089763  
Office :+65 6323 0048 | Direct : +65 6632 1383 | HP: +65 9777 2871  
☐technical@grindrodshipman.com  
☐sunilc@grindrodshipman.com

From: Island View Shipping - Handy  
Sent: 29 July 2015 02:45 PM  
To: Sunil Chopra - GSH SG  
Cc: Island View Shipping - Handy  
Subject: IVS Sparrowhawk - Piracy exercise

Sunil/Roy

GD

Further to your advice regarding the piracy drill,  
we can confirm that the following entities have  
been contacted:

- 1) UK P&I Club
- 2) H&M – vis brokers Willis
- 3) K&R insurers Novae – Crisis Team
- 4) Guarding company – 30 South Maritime
- 5) Voyage charterers – Louis Dreyfus Commodities

Please advise if there is anything else that we can  
do to assist.

Rgds

To: Master IVS SPARROWHAWK  
Fm: GSM- Singapore

IVS SPARROWHAWK- PIRACY THREAT - DRILL ONLY

Master /CSO

We confirm we are in contact with Flag Administration Singapore and UKMTO and the response of the  
Pirate Attack Is being co-ordinated jointly with dispatch of warships attending in the Area plus  
Mustering of an aerial chopper team . A Armed Security team is en-route and will be in the vicinity of  
your vessel in the next hour.



## **2015 SHIP/SHORE SECURITY DRILL**

Crew must activate the SSP Piracy Contingency jointly with the Armed guards Security. Please bear in mind if the threat cannot be averted crew must prepare to be mustered in the secure location until on scene assistance arrives.

Evacuation Procedure in Security Threats and Breach of Security  
Actions in Accordance SSP Section 5 and 11

Master or his deputy is authorized to give the order to secure the crew ship. Everybody should assemble in a place designated, and take into account guidance given by Armed Guards .When there is no such instruction, everybody should take such action considered necessary to minimize damage to human life, properties and environment.

Reporting Procedure of Piracy Incident  
As advised in the earlier Drill scenario.

THIS IS A DRILL ONLY

Best Regards  
Capt Sunil Chopra  
DPA/CSO and HSEQ Manager  
Grindrod Ship Management, a Division of Grindrod Shipping Pte. Ltd  
200 Cantonment Road, #03-01, Southpoint, Singapore 089763  
Office :+65 6323 0048 | Direct : +65 6632 1383 | HP: +65 9777 2871  
☐technical@grindrodshipman.com  
☐sunilc@grindrodshipman.com

" THIS IS A DRILL "



**Maritime and Port Authority of Singapore**

Shipping Division  
460 Alexandra Road PSA Building #21-00  
Singapore 119963  
Tel: (65) 6375 1932 Fax : (65) 6375 6231  
Email : [marine@mpa.gov.sg](mailto:marine@mpa.gov.sg)

**REPORT OF A SECURITY INCIDENT INVOLVING SINGAPORE SHIPS**

This form is to be completed by the master in all cases where a Singapore ship is involved in a security incident. This form should be sent to the Director of Marine, Singapore within 24 hours of the incident or as soon as possible thereafter. If the completed report form cannot be submitted within 24 hours, the Singapore Flag Administration should be notified in brief via Tel: +65 62265539 or Email: [shipalert@mpa.gov.sg](mailto:shipalert@mpa.gov.sg)

**Information pertaining to incident**

**A General**

1. Type of Incident eg Sea Robbery, Hijack, Missing, Lost contact etc: PIRACY ATTACK
2. Date & time of Incident (Local Time) : 29 JULY 2015 / 1015LT
3. Location of Incident : ARABIAN SEA / HIGH RISK AREA

**B Ship's details:**

1	Ship's Name		MS SPARROWHAWK
2	Call sign	-	9V2742
3	IMO number	-	9712656
4	MMSI number	-	565583000
5	INMARSAT IDs	-	456558310
6	Type of ship	-	BULK CARRIER
7	Flag State	-	SINGAPORE
8	Gross Tonnage	-	21194
9	Company/Agent/Owner		GRINDROD SHIP MANAGEMENT

"THIS IS A DRILL"

**C Position of Ship**

1	Latitude	-	06 - 28.8 N
2	Longitude	-	058 - 42.7 E
3	Name of the area – Place/Port, territorial sea, port waters, anchorage, high seas etc	-	ARABIAN SEAS / HRA
4	Activity of Ship - While sailing, at anchor or at berth etc	-	VESSEL UNDERWAY
5	ISPS Security Level of Ship prior to attack	-	1
6	Last Port of Call and Next Port of Call	-	RAS ALKHAIR, KSA - BAHIA BLANCA, ARGENTINA

**D Details of Victims**

Victim	Nationality	Sex / Age	Designation on board	Injury
NIL				

**E Items Stolen**

Description of item	Estimated value of item
NIL	

" THIS IS A DRILL "

**F Brief description of attack based on information from coastal State authorities / ship / shipowner / ship's agent<sup>1</sup>**

Vessel in transit HRA at Arabian Sea, with Armed Security Team onboard. 4 suspicious skiffs were sighted and started approaching vessel with high speed. Vessel initiated security contingency plan. Armed guards showed their weapons and gave warning shots to the suspected pirates. Skiffs stopped in the water and after started moving away from the vessel.

  
**MASTER**  
**MV IVS SPARROWHAWK**

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<sup>1</sup> The following additional information to be included: damage to ship; description of suspects, direction towards which pirates/robbers fled; any other information (e.g. language spoken); action taken by the master and crew; was incident reported to the Authorities (coastal states and/or flag state?) and action take by them, if any.



ANNEX U

## Report for the Use of Force MV IVS SPARROWHAWK

### Team Composition

Position	Name	Nationality
Team Leader	ANDRE TREDOUX	RSA
Team Member	KYLE UNGER	UK
Team Member	PAUL VOGTS	RSA
Team Member	MARIUS WEPENER	RSA

### Client Vessel & Transit Particulars

Vessel Name	IVS SPARROWHAWK
Flag State	SINGAPORE
IMO Number	9712656
MMSI	565583000
Call Sign	9V2742
Freeboard	4.3m
Top Speed	14kn

### Transit Routing

Last Port of Call	FUJIARAH
Next Port of Call	TBC
Last Way Point Prior to Incident	WP 00 LAT: 10°00'0 N / LNG: 061°00'0 E
Next Way Point	WP 00 LAT: 00°42'8 N / LNG: 054°59'9 E
Course	210'

### Weather at Time of Incident

Weather	PARTLY CLOUDY
Wind Speed & Direction	17kn SW
Sea State	MODERATE (4)
Visibility	GOOD (7)

INCIDENT REFERENCE NUMBER : N/A ONLY A DRILL  
TEAM LEADER : ANDRE TREDOUX  
DATE : 29 JULY 2015





**1. Details of Attackers / Pirate Action Group**

THE BRIDGE WATCH KEEPING SPOTTED 4 SUSPICIOUS SKIFFS TRAVELING AT HIGH SPEED APPROACHING THE VESSEL. USING BINOCULARS THE STAFF SIGHTED 4-ARMED PERSONNEL ON-BOARD.

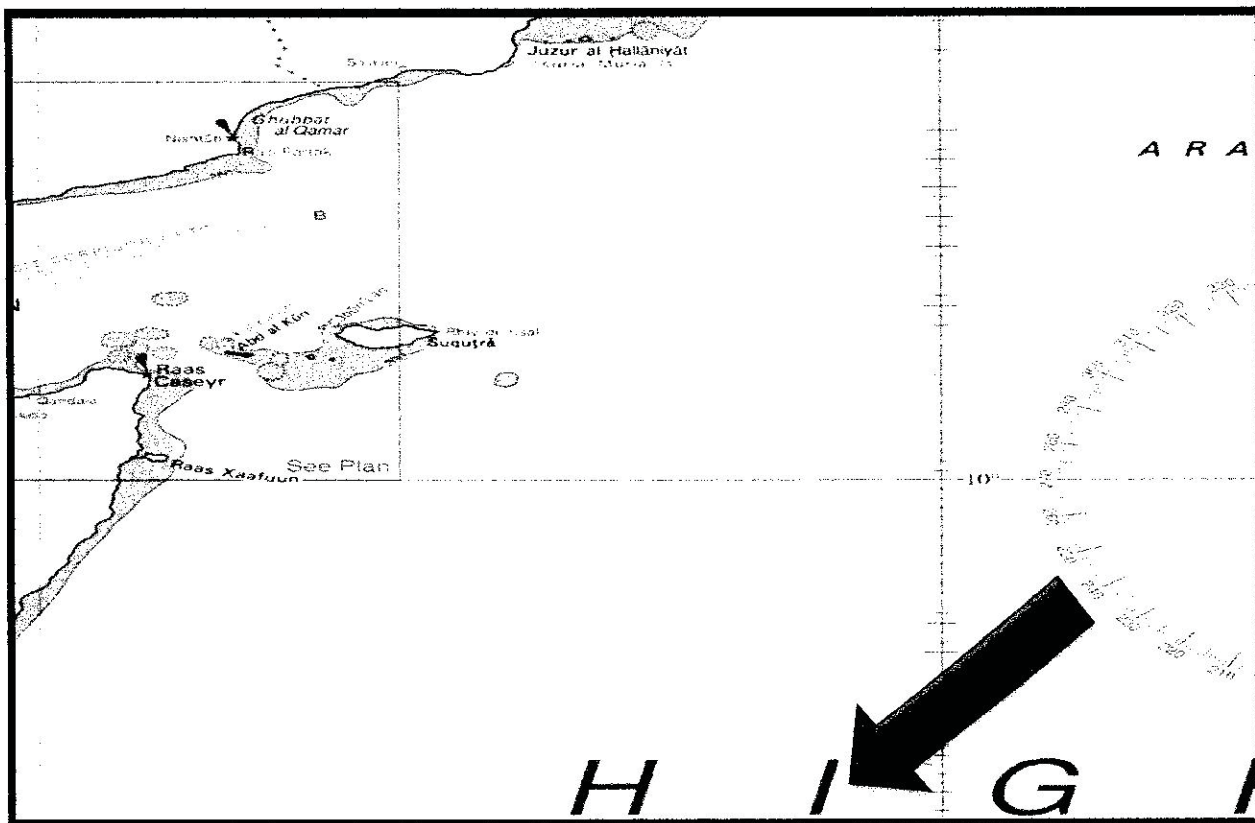
Number of Skiffs, personnel on-board, type of craft used, engines, weapons, Mother ship, weapons , tactical equipment, ladders, colour of vessels anything relevant etc.....

**2. What was The Force Used against**

THE SUSPICIOUS SKIFFS CAME WITH IN 900 m OF THE VESSEL. SECURITY TEAM SHOWED WEAPONS, THE SKIFFS CONTINUED WITH THERE ATTACK THE SECURITY TEAM FIRED 2 WARNING SHOTS IN FRONT OF THE SKIFFS IN TO THE WATER.

Brief summary of who/what the action was taken against and why.

**3. Position of Incident: LAT: 06°31'0 N / LNG: 058°44'0 E**



**4. Initial Actions**

Indicate below what steps were taken to repel attackers before Lethal Force was deployed

Serial	Warning Equipment	Distance	Remarks
01	Ships Horn	<u>1.5 NM</u>	<b>NO EFFECTS</b>
02	Loud Speaker		
03	Warning Signs on Vessel		
04	Evasive Manoeuvres		
05	Signalling Smoke		
06	Flares		
07	Warning Shots	<u>900 m</u>	<b>NO EFFECTS</b>

INCIDENT REFERENCE NUMBER : N/A ONLY A DRILL  
 TEAM LEADER : ANDRE TREDOUX  
 DATE : 29 JULY 2015



**5. Sequence of Events Leading Up to Action Being Taken**

<b>TIME UTC / EVENT LOG NO.</b>	<b>ACTIONS TAKEN BY UNIDENTIFIED VESSEL/PIRATE ACTION GROUP</b>	<b>ACTION TAKEN BY CLIENT VESSEL &amp; SECURITY PERSONNEL</b>
0605	SPD: 21 kts. BRNG: 140°. DIST: 2 NM  4 SUSPICIOUS SKIFFS APPROACHING	MONITORING TARGETS ON RADAR. CALLING MASTER TO BRIDGE.
0614	SPD: 21 kts. BRNG: 120°. DIST: 1.5 NM  4 SUSPICIOUS SKIFFS APPROACHING	RAISES EMERGENCY ALARM AND CALL CREW TO MUSTERING AND TO REINFORCE ALL BMP MEASURES.
0615	SPD: 21 kts. BRNG: 120°. DIST: 1.5 NM  4 SUSPICIOUS SKIFFS APPROACHING	CALLING CSO (EMERGENCY RESPONSE CENTER), UKMTO AND INFORMING THE SITUATION OVER VHF.
0617	SPD: 21 kts. BRNG: 120°. DIST: 1.3 NM  4 SUSPICIOUS SKIFFS APPROACHING	ACTIVATED SSAS INDICATING SECURITY DRILL.
0618	SPD: 21 kts. BRNG: 100°. DIST: 1 NM  4 SUSPICIOUS SKIFFS APPROACHING	ALL CREW MUSTERING IN ENGINE ROOM AND ACTIVATED WATER PUMPS FOR FIRE HOSES ALONG SHIP SIDE. SECURITY TEAM SHOW WEAPONS.
0620	SPD: 4 kts. BRNG: 90°. DIST: 0.5 NM  4 SUSPICIOUS SKIFFS STOP APPROACHING	SECURITY FIRES WARNING SHOTS.
00630	SPD: 4 kts. BRNG: 50°. DIST: 3 NM  SUSPICIOUS SKIFFS MOVING AWAY	MONITORING UNTIL THREAT CLEARS.

**6. Team Members Account of Events**

INCIDENT REFERENCE NUMBER : N/A ONLY A DRILL  
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29 JULY 2015 AT 10:05 THE BRIG WATCH KEEPING SPOTTED 4 SUSPICIOUS SKIFFS APPROACHING AT HIGH SPEED TOWARDS THE VESSEL. MONITORING THE SKIFF I SPOTTED 4 ARMED PERSONNEL ON BOARD THE SKIFFS. THE DUTY OFFICER CALLED THE MASTER TO THE BRIDGE. THE TEAM LEADER AND MY SELF PROCEEDED TO THE PORT SIDE BRIDGE WING AND SHOWN CLEARLY THAT THERE ARE ARMED GUARDS ON BOARD BY SHOWING WEAPONS. THE SKIFFS FAILED TO STOP THEIR ATTACK. THE MASTER INFORMED THE TEAM LEADER THAT WE COULD CONTINUE WITH TAKING WARNING SHOTS. AFTER THE TEAM LEADER ADVISED ME TO TAKE WARNING SHOT'S I FIRED 2 SHOTS 100m IN FRONT OF THE SKIFFS IN TO THE WATER. THE SKIFFS STOPPED THEIR ATTACK AND ALTERED COURSE.

Team member responsible for the escalation of force to write a detailed and chronological account of the events that took place. He is to refer to orders given to him by the Team Leader and at what point, what he saw, and most importantly why he felt justified to use deadly force. In all occurrences, reference back to 30 South RUF document.

**Name: KYLE UNGER**

**Appointment: TEAM MEMBER**

**Signature:**

#### **7. Team Leaders Account of Events**

29 JULY 2015 AT 10:05 THE BRIDGE WATCH KEEPING SPOTTED 4 SUSPICIOUS SKIFFS APPROACHING AT HIGH SPEED TOWARDS THE VESSEL. MONITORING THE SKIFFS WE SPOTTED 4 ARMED PERSONNEL ON BOARD THE SKIFFS. THE DUTY OFFICER CALLED THE MASTER TO THE BRIDGE. THE TEAM MEMBER AND MY SELF PROCEEDED TO THE PORT SIDE WING. WE INDICATED BY SHOWING WEAPONS THAT THERE ARE ARMED GUARDS ON BOARD. THE SKIFFS FAILED TO STOP THERE ATTACK. I ASKED THE MASTER IF WE COULD PROCEED WITH TAKING WARNING SHOT'S, HE CONFIRMED WE COULD PROCEED WITH WARNING SHOT'S. I INFORMED THE TEAM MEMBER TO TAKE 2 WARNING SHOT'S IN FRONT OF THE SKIFFS. THE TEAM MEMBER PROCEEDED TO DO SO AND FIRED 2 WARNING SHOT'S 100m IN FRONT OF THE SKIFFS IN TO THE WATER. THE SKIFFS STOPPED THEIR APPROACH AND ALTERED COURSE.

Chronological and detailed account of events leading up to the Final use of lethal force including the de-escalation of the Situation. References to be made to Helmet Camera and any photos taken as well as voice recordings from the bridge recording system. Include any messages sent to UKMTO, Coalition Warships, distress calls etc...

At the end of the transit, helmet camera footage is to be burned to disc and handed into Ops Manager and attached and number referenced to this document.

**Name: ANDRE TREDOUX**

**Appointment: TEAM LEADER**

**Signature:**

**INCIDENT REFERENCE NUMBER : N/A ONLY A DRILL**

**TEAM LEADER : ANDRE TREDOUX**

**DATE : 29 JULY 2015**



**8. Vessel Master's Account of Events**

29 JULY 2015 AT 10:05 THE BRIDGE WATCH KEEPING SPOTTED 4 SUSPICIOUS SKIFFS APPROACHING AT HIGH SPEED TOWARDS THE VESSEL. MONITORING THE SKIFFS THEY SPOTTED 4 ARMED PERSONNEL ON BOARD THE SKIFFS. THE DUTY OFFICER CALLED ME TO THE BRIDGE. THE EMERGENCY ALARM WAS RAISED AND ALL CREW PROCEEDED TO REINFORCE ALL BMP MEASURES AND MUSTER IN THE ENGINE CONTROL ROOM. THE SSAS WAS SENT AND UKMTO WAS CALLED. THE SECURITY TEAM PROCEEDED TO THE PORT SIDE BRIDGE WING AND SHOWED CLEAR INDICATION OF WEAPONS AND ARMED SECURITY ON BOARD. THE SKIFFS FAILED TO STOP THEIR ATTACK. THE TEAM LEADER ASKED IF THEY COULD CONTINUE WITH WARNING SHOT'S. SEEING THAT THE SKIFFS ARE NOT TURNING AWAY I INSTRUCTED THE TEAM LEADER THAT THEY COULD CONTINUE AND TAKE WARNING SHOT'S. THE TEAM MEMBER FIRED 2 WARNING SHOT'S 100m INTO THE WATER IN FRONT OF THE SKIFFS. THE SKIFFS STOPPED THEIR ATTACK AND MOVED AWAY. MAKING SURE THAT THE THREAT IS CLEAR THE CREW PROCEEDED WITH NORMAL ROUTINE. ALL RELEARTN AGENCIES WERE INFORMED THAT THE THREAT HAD BEEN DETERRED.

Master to provide an overall chronological summary of events and any actions taken by himself and his crew during the incident. Also to include whether permission was granted to the Security Team to use lethal force.

**Name:** CELSO CRUZ TORLAO JR

**Appointment:** MASTER

**Signature:**

Vessels Stamp

MV IVS SPARROWHAWK
STAMP
IMO NO : 9712656
POR : SINGAPORE
GRT : 21,194
NRT : 11,419
HP : 5580 KW

**INCIDENT REFERENCE NUMBER : N/A ONLY A DRILL**  
**TEAM LEADER : ANDRE TREDOUX**  
**DATE : 29 JULY 2015**





**9. Post Incident Damage Report (Hostiles)**

NO DAMAGES TO REPORT.

Mention fatalities, damage to skiffs and Mother Ships, engines immobilised etc..... If engines were immobilised or the Skiffs were sinking, did you deploy life rafts for cast-a-ways etc... before leaving the scene if possible. Remember you may not always be able to see accurately if there had been any fatalities or damage to the skiffs, just be as accurate as possible and only mention facts.

**10. Post Incident Damage Report (Client Vessel)**

NO DAMAGES TO REPORT.

Mention any casualties sustained, mechanism of injury, how the casualty was triaged, actions taken to save life and then sustain it, attach Medevac details to this report. Any damage to client vessel and Cargo, mechanism of the damage, (RPG / Small Arms), impact the damages have had to the Vessel and current Voyage Plan.



**11. List of Witnesses Present**

<b>NAME</b>	<b>PHONE</b>	<b>EMAIL</b>	<b>COUNTRY</b>
CELSE CRUZ TORLAO JR	(63) 9284853888	babaero_daw2@yahoo.com	PH
ANDRE TREDOUX	(027) 781875703	andretredoux@hotmail.com	RSA
KYLE UNGER	(027) 842101000	kyletristan@hotmail.co.uk	RSA
JESSARETT TAGALA	(63) 9177113583	jess_tagala@yahoo.com	PH

**Company Management**

**Operations Manager Remarks**

**Name:**

**Date:**

**Signature:**

**Senior Management:**

**Name:**

**Date:**

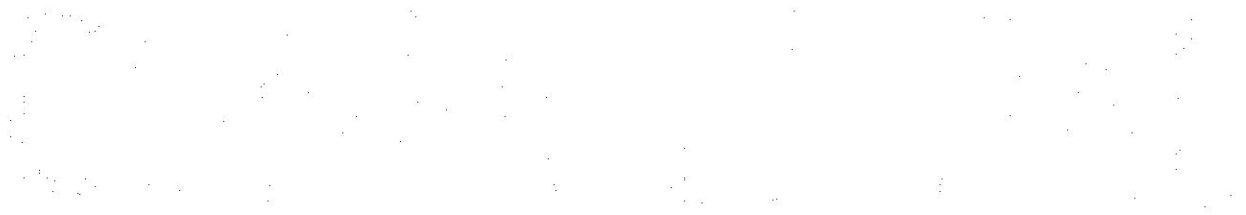
**Signature:**

**ANNEX A - Post Incident Damage Report (Hostiles) Photographic Evidence**

**INCIDENT REFERENCE NUMBER : N/A ONLY A DRILL**

**TEAM LEADER : ANDRE TREDOUX**

**DATE : 29 JULY 2015**



**ANNEX B - Post Incident Damage Report (Client Vessel) Photographic Evidence**

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**TEAM LEADER : ANDRE TREDOUX**  
**DATE : 29 JULY 2015**