



## SHIP/SHORE SECURITY DRILL

2016 ANNUAL EXERCISE

DATE 02 AUG 2016

Vessel name:	IVS NORTH BERWICK	Date:	02 AUG 2016
Position	Lat 23-28S / Long 036-42E		
Time from:	1600 Singapore time	Time to:	1730 Singapore time

REVIEWED AND APPROVED BY COMPANY SECURITY OFFICER

CAPT K.RAJARAMAN

# **2016 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. After 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).

## **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**

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).

## **2016 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"

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### 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, Master /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 :rajaramank@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.
  - 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. 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 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.
- 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.

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### **Parties Involved:**

#### LEVEL OF INVOLVEMENT

- Ship and office staff
- Charterers / Flag State / H&M / etc was played as per below table

	Party / Person	Name	Telephone
1	“Vessel” / Master / SSO	Capt RP Gedalanga	Email: ivsnorthberwick.master@grindrod fleet.com Vsat: +1 904 450 4481 (Master’s Cabin) Vsat: +1 904 596 3774 (Bridge) Iridium: +881 677 739 220 / 2 / 3 (Bridge) SatC: 456385010 (telex)
2	CSO	Capt Rajaraman	+65 9777 1521 / rajaramank@grindrodshipman.com
3	Top management + Owner (notification level)	Capt Ren	Direct +65 6632 1383 / Mob +65 9777 0052   Email: RenC@grindrodshipman.com
4	Voyage charterers – (notification level)	Capt Ren	Direct +65 6632 1383 / Mob +65 9777 0052   Email: RenC@grindrodshipman.com
5	UK P&I Club (notification level)	Capt Anuj	Email: 'Anuj.Velankar@thomasmiller.com
6	H&M – vis brokers Willis (notification level)	Capt Ren	Direct +65 6632 1383 / Mob +65 9777 0052   Email: RenC@grindrodshipman.com
7	K&R insurers (notification level)	Capt Ren	Direct +65 6632 1383 / Mob +65 9777 0052   Email: RenC@grindrodshipman.com
8	Guarding company – 30 South Maritime (notification level)	Capt Ren	Direct +65 6632 1383 / Mob +65 9777 0052   Email: RenC@grindrodshipman.com
9	MPA (notification level)	Capt Ren	Direct +65 6632 1383 / Mob +65 9777 0052   Email: RenC@grindrodshipman.com
10	UKMTO	Capt Ren	Direct +65 6632 1383 / Mob +65 9777 0052   Email: RenC@grindrodshipman.com
11	Emergency team	Capt Rajaraman	+65 9777 1521 / rajaramank@grindrodshipman.com
12	Armed guard company	Capt Ren	Direct +65 6632 1383 / Mob +65 9777 0052   Email: RenC@grindrodshipman.com

### **Preparation:**

All parties were called over telephone/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).

# 2016 SHIP/SHORE SECURITY DRILL

## COMMUNICATION:

Through Telephone and Email

## EXERCISE SCENARIO

Vessel is presently in Arabian sea area at position LAT: 23-28 S LON: 036-42 E 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



## 2016 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



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.

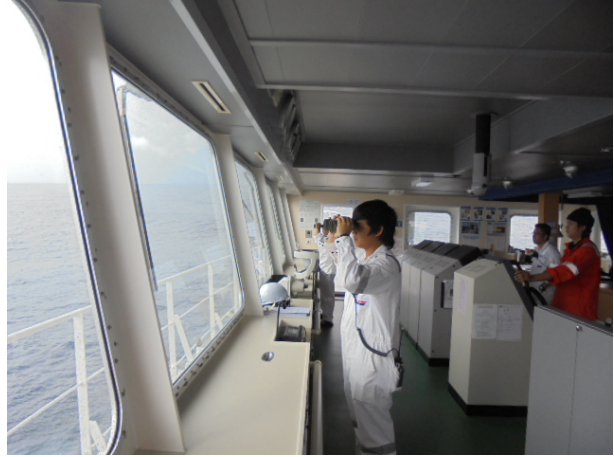


## 2016 SHIP/ShORE SECURITY DRILL

OOW SIMULATED BROADCASTING AND CALLING THROUGH VHF



OOW ON WATCH SIGHTING SUSPICIOUS SKIFFS



ACTIVATED GENERAL EMERGENCY ALARM SIGNAL & WHISTLE, FOLLOWED BY P.A. SYSTEM



[Click here to enter text.](#)

MASTER CARRIED-OUT SIMULATED EVASIVE MANEUVERS. AB ON MANUAL STEERING



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MASTER USING P.A. SYSTEM ANNOUNCING PIRACY ATTACKS



MASTER TELEPHONE CALL USING OFFICE 24 HR EMERGENCY HOTLINE REPORTING TO CSO ABOUT THE PIRACY ATTACK



## 2016 SHIP/SHORE SECURITY DRILL



MASTER ACTIVATED SSAS BUTTON AS PART OF THE DRILL



MASTER TRANSMITTING SSAS ALERT MSGS THRU INM-C

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SECURITY PERSONNEL VERIFYING AND MONITORING THE SKIFFS REPORTED BY OOW



OOW POINTING AND SHOWING THE SECURITY TEAM LEADER THE OTHER SPOTTED SKIFF

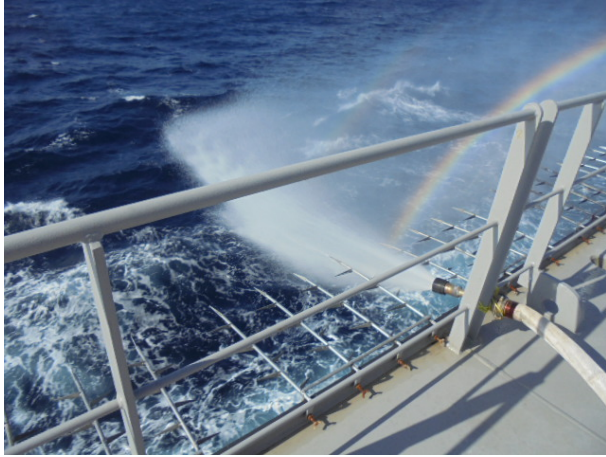


SECURITY PERSONNEL CHECKING SKIFF MOVEMENT AND IF HOW MANY SKIFFS IN THE VICINITY



ENGINEERS ON STBY AS ORDERED BY MASTER

## 2016 SHIP/SHORE SECURITY DRILL



ACTIVATED FIRE HOSES FOR DETERRENCE



RAZOR WIRES INSTALLED AT STAIRCASE AS PART OF ANTI-PIRACY MEASURES



LOCKED DOWN ALL DOORS AND CHECKING OTHER ACCESS



LOCK DOWN ALL DOORS AND VERIFYING OTHER ACCESS



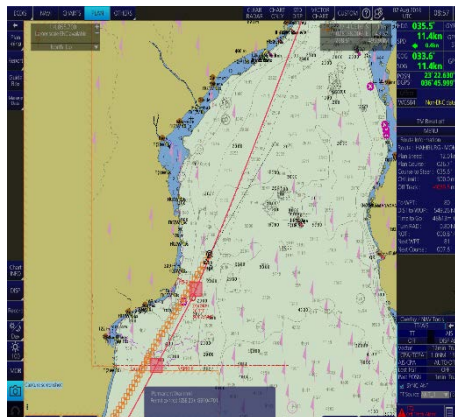
CREW GATHERED AT SECURITY MUSTER STATION ARRANGED BY MASTER FOR CREW MUSTERING AND STBY FOR ORDERS



# 2016 SHIP/SHORE SECURITY DRILL



SSAS TRANSMISSION CONFIRMATION THRU INM-C



LOCATION OF VESSEL DURING PIRACY ATTACK A/P ANNUAL SECURITY DRILL

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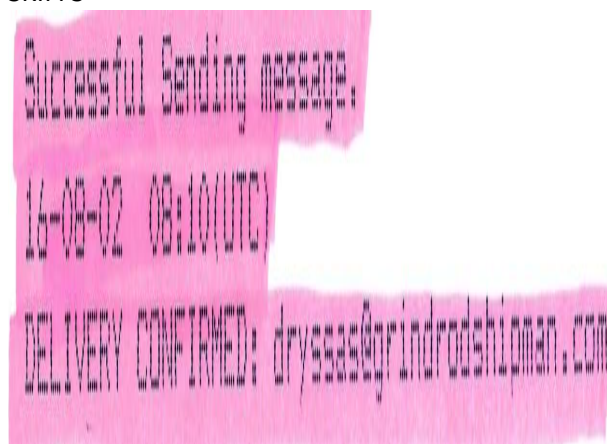


ARMED GUARD SHOWING RIFLES TO PIRATE SKIFFS

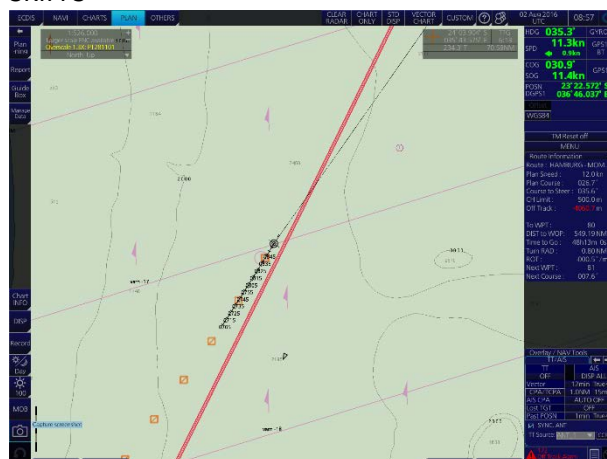
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ARMED GUARD SHOWING RIFLES TO PIRATE SKIFFS



SSAS TRANSMISSION CONFIRMATION



LOCATION OF VESSEL DURING PIRACY ATTACK A/P ANNUAL SECURITY DRILL SCENARIO

## 2016 SHIP/SHORE SECURITY DRILL

### Minutes of Drill

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

Date: 02 .08.2016

Spore Time	UTC Time	Ships Time	Party	Remarks
1555	0755	0955	Vessel	Vessel IN-TRANSIT @ MOZAMBIQUE CHANNEL, in position 23-28 S 036-42 E implementing security measures as per BMP. Armed guards are on bridge.
1600	0800	1000	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 2 suspicious skiffs in the vicinity. Skiffs starts approaching vessel with high speed and using binoculars ship staff sighted 4 armed personnel on board.
1605	0805	1005	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 jointly with the Armed guard team.
1606	0806	1006	Vessel	Master calls CSO and informs the situation. 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.
1607	0807	1007	Vessel	Vessel sends SSAS alert (ONLY TO COMPANY)
1609	0809	1009	CSO	CSO receives and acknowledges SSAS alert by email
1616	0816	1016	CSO	CSO informs emergency response team regarding the incident and requests emergency response centre to be activated.
1618	0818	1018	CSO	CSO requests vessel to Initiate Contingency Response Plan jointly with the Armed guard team. CSO also informs vessel to ensure crew safety as top priority.
1621	0821	1021	CSO	CSO calls vessel enquiring the situation at present
1625	0825	1025	CSO	CSO informs the incident to top management of Grindrod and Emergency Response Centre (ERC) is manned thereafter
1630	0830	1030	Vessel	All crew except bridge watch keepers and armed guards mustered in engine room for securing at citadel. Head count taken. Vessel increased speed and made zig-zag man oeuvres to deter pirates. Fire pump was started and fire hoses were activated along ship side.

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1631	0831	1631	Vessel	Vessel sends the following: Enroute to Mombasa in posn Lat 23-28S / Long036-42E / Course 035 Deg / Spd 11.2 kts / BF2 / Smooth Sea. Vessel under attack by pirate skiff, implemented anti-piracy measures in accordance with company procedures, SSP and BMP4. Coordinated with Armed Guard Team Leader, activated SSAS alert button, carried-out evasive manoeuvre, informed UKMTO, called Office 24 hr emergency numbers and others a/p Contingency plan during piracy attacks.
1635	0835	1035	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.
1635	0835	1035	CSO	Armed guard company informed regarding the incident
1639	0839	1039	CSO	CSO informs vessel that company shall co-ordinate activity with UKMTO/MSCHOA/Flag Administration/ Armed guard company. Consider mustering all crew except watch keepers at safe location in engine room. Ensure crew safety as top priority.
1641	0841	1041	CSO	UK P&I club informed regarding the incident
1641	0841	1041	CSO	Voyage charterers informed regarding the incident
1642	0842	1042	CSO	H&M informed regarding the incident
1644	0844	1044	CSO	K&R insurers informed regarding the incident
1650	0850	1050	CSO	CSO informs vessel that Communication is established with the UKMTO and company shall co-ordinate activity with Master /UKMTO/MSCHOA/Flag Administration/ Armed guard company.
1653	0853	1053	CSO	MPA informed regarding the incident
1710	0910	1110	Vessel	Vessel sends MPA security incident form
1717	0917	1117	CSO	CSO informs master that drill is called off. Debriefing carried out in company as well as on vessel.

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### **Debriefing**

Debriefing carried out on vessel and company after completion of drill. Following points were discussed:

- Compliance with protective / hardening measures as per BMP
- Preparation and installation of vessel hardening and other anti-piracy equipment.
- Duress words for lockdown procedures.
- Emergency sound signal and PA system during piracy attack.
- Emergency Communication, Office 24 hours emergency numbers and contact numbers for UKMTO, MSCHOA and others to be readily available.
- SSAS operation and procedures.
- Verification and double checking of all access for lockdown procedures.
- Risk Assessment prior HRA entry.
- Reinforcement of security measures for identified weak points / areas on board.
- Watch Arrangement, vigilance and pirate skiff identification.
- 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



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### 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	No	SSAS & other on-board security equipment were found in order. Quick list of contacts were kept handy at the bridge



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of contacts were kept handy at the bridge?		
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. Vessel carries-out regular security drills on board which helps to increase security awareness and emergency response required. Though the actual sea piracy/attacks have reduced in GoA area; however thefts in anchorages in South-Asian countries have increased over the time. But, present SSP procedures cover all the aspects of such security related problems.
10. Have any "Best Practices" been identified that may be shared with others?	No	Any best practice identified shall be shared with the fleet

### FINDINGS / COMMENTS / SUGGESTION FOR IMPROVEMENT

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.

Office 24 hour Emergency number was tested and working good (1608 HRS)

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.