



# SHIP/SHORE SECURITY DRILL

## 2018 ANNUAL EXERCISE

DATE 21 MAY 2018

Vessel name:	IVS BOSCH HOEK	Date:	21 MAY 2018
Position	LAT: 12-47.6'N LON: 048- 02.5'E		
Time from:	1445 Singapore time	Time to:	1700 Singapore time

REVIEWED AND APPROVED BY COMPANY SECURITY OFFICER

CAPT K.RAJARAMAN ( 22 MAY 2018)

## **2018 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 company. 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).

## **2018 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.

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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"

### Exercise Ground Rules

- SSO (Master) will contact the CSO 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.
- Ship Security Alert System shall be also tested with company
- Following forms / procedures shall be complied with :
  - MPA form of reporting of security incident
  - SSP section 9, 11, Appendix 11-section 3 , 5
- RECORDS - All documents and checklists exchanged by 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. Piotr Montwill	Tel. no. +19049006171 Bridge Tel. no. +19049006167 Master Cabin Tel. no. +19049006173 Ship Office Tel. no. +881677739164 (IRIDIUM) Bridge Email: IVSBOSCHHOEK.Master@grindrodfleet.com Sat-C: 456329012.sat@globeemail.com
2	CSO	Capt Rajaraman	+65 9777 1521 / rajaramank@grindrodshipman.com
3	Top management + Owner	Brett	<a href="mailto:brettm@unicornshipping.co.za">brettm@unicornshipping.co.za</a> +27 31 302 7964  +27 82 314 9983 +27 31 307 4517
4	Voyage charterers	Roy Scallan	<a href="mailto:Roys@ivs-int.com">Roys@ivs-int.com</a> Tel(Switchboard): +27 31 3021800 Tel(Direct): +27 31 3021842 Mobile: +27 83 3007085
5	UK P&I Club	Capt Anuj	Email: 'Anuj.Velankar@thomasmiller.com
6	H&M – vis brokers Willis	Roy Scallan	<a href="mailto:Roys@ivs-int.com">Roys@ivs-int.com</a> Tel(Switchboard): +27 31 3021800 Tel(Direct): +27 31 3021842 Mobile: +27 83 3007085
7	K&R insurers	Roy Scallan	<a href="mailto:Roys@ivs-int.com">Roys@ivs-int.com</a> Tel(Switchboard): +27 31 3021800 Tel(Direct): +27 31 3021842 Mobile: +27 83 3007085
8	Armed guard company	Roy Scallan	<a href="mailto:Roys@ivs-int.com">Roys@ivs-int.com</a> Tel(Switchboard): +27 31 3021800 Tel(Direct): +27 31 3021842 Mobile: +27 83 3007085
9	MPA	Capt James	<a href="mailto:JamesR@grindrodshipman.com">JamesR@grindrodshipman.com</a> Tel: +65 6323 0048 Dir: +65 6632 1383 Mob: +65 9777 0052(
10	UKMTO /MSCHOA	Capt James	<a href="mailto:JamesR@grindrodshipman.com">JamesR@grindrodshipman.com</a> Tel: +65 6323 0048 Dir: +65 6632 1383 Mob: +65 9777 0052(
11	Emergency team ( Durban)	Brett	<a href="mailto:brettm@unicornshipping.co.za">brettm@unicornshipping.co.za</a> +27 31 302 7964  +27 82 314 9983 +27 31 307 4517

# 2018 SHIP/SHORE SECURITY DRILL

## 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).

## COMMUNICATION:

Through Telephone and Email

## EXERCISE SCENARIO

Vessel is presently at Gulf of Aden in transit at position LAT: 12-47.6'N LON: 048- 02.5'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





**2018 SHIP/SHORE SECURITY DRILL**

SECURITY GRATINGS INSTALLED AT STAIRCASE AS PART OF ANTI-PIRACY MEASURES



RAZOR WIRES ON MAIN DECK



**2018 SHIP/SHORE SECURITY DRILL**

ENGINE ROOM DOORS LOCKED DOWN



ALL OTHER DOORS LOCKED DOWN





## 2018 SHIP/SHORE SECURITY DRILL

OOW was monitoring targets on radar while watch keepers and armed guards were maintaining vigilant lookout.

Master is called up on the bridge by the watch keeping officer after he finds out 4 suspicious crafts in the vicinity.

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



Master assesses the situation and raises general emergency alarm and calls all crew for Mustering and initiates Contingency Response Plan jointly with Armed guards team. Then calls CSO, ships in the vicinity by VHF for informing the situation with request of possible assistance.

Vessel 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 manoeuvres 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.

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.

2018 SHIP/SHORE SECURITY DRILL

OOW SIGHTING SUSPICIOUS SKIFFS



**2018 SHIP/SHORE SECURITY DRILL**

OOW SIMULATED BROADCASTING ALL SHIPS IN VICINITY THROUGH VHF



MASTER ACTIVATED GENERAL EMERGENCY ALARM SIGNAL FOLLOWED ANNOUNCEMENT ON P.A. SYSTEM





2018 SHIP/SHORE SECURITY DRILL



MASTER CARRIED OUT SIMULATED EVASIVE MANOEUVRES - AB ON HAND STEERING



## 2018 SHIP/SHORE SECURITY DRILL

### TELEPHONE CALL – HOTLINE



### SSAS ACTIVATED AS PART OF THE DRILL

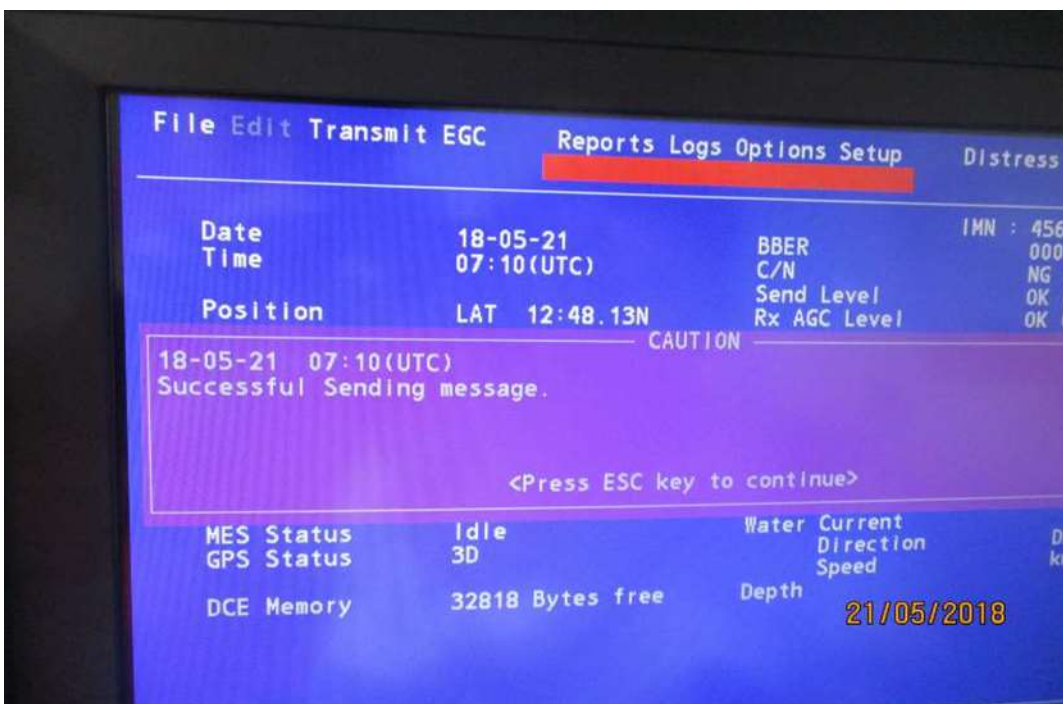




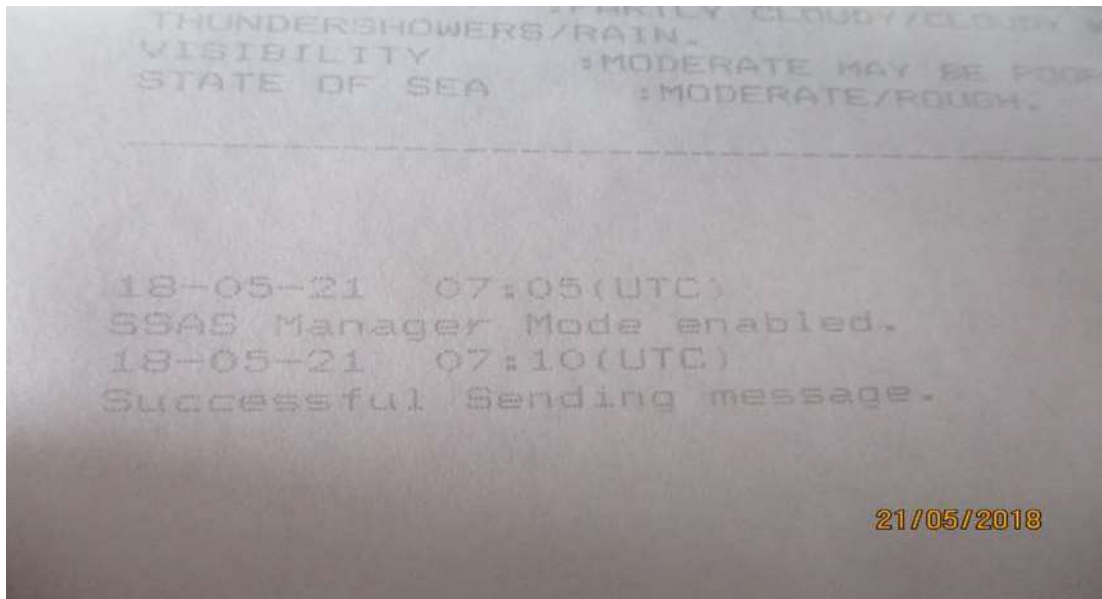
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## SSAS TRANSMISSION CONFIRMATION



## 2018 SHIP/SHORE SECURITY DRILL



### SECURITY GUARDS VERIFYING AND MONITORING THE SKIFFS



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SECURITY GUARD CHECKING SKIFFS MOVEMENT AND THEIR NUMBER IN THE VICINITY





**2018 SHIP/SHORE SECURITY DRILL**

**VESSEL ACTIVATED FIRE HOSES**



**ARMED GUARDS SHOWING WEAPONS TO PIRATE SKIFFS**



## 2018 SHIP/SHORE SECURITY DRILL

### ARMED GUARDS FIRING WARNING SHOTS



### Minutes of Drill

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

Date: 21.05.2018

Spore Time	Party	Remarks
1445	Vessel	Master calls CSO and informs vessel is ready for drill
1447	Vessel	Master tests the 24 hour emergency number +65 (0) 663 21380
1450	Vessel	Vessel IN-TRANSIT, in position LAT: 12-47.6'N LON: 048- 02.5'E implementing security measures as per BMP. Armed guards are on bridge.
1500	Vessel	OOW was monitoring targets on radar while watch keeper and armed guards were 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 the craft.



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1502	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 guards team.
1503	Vessel	Master calls CSO and provides initial information regarding the skiffs.
1503	Vessel	Master calls ship's in the vicinity by VHF and informs the situation with request of possible assistance.
1504	Vessel	Vessel increased speed and made zig-zag manoeuvres to deter pirates. Fire pump was started and fire hoses were activated along ship side
1505	Vessel	All crew except bridge watch keepers and armed guards mustered in engine room. Head count taken.
1506	Vessel	Master sends email to CSO – INITIAL REPORT 4 SUSPICIOUS SKIFF IN THE VICINITY
1509	CSO	CSO acknowledges initial report
1510	Vessel	Vessel sends SSAS alert (ONLY to company )
1512	CSO	CSO receives and acknowledges SSAS alert by email
1517	CSO	UKMTO informed
1519	CSO	CSO informs emergency response team regarding the incident and requests emergency response centre to be activated.
1520	UKMTO	Acknowledgement received from UKMTO
1522	CSO	K&R / H&M / Armed guards company/ Charterers informed
1525	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.
1526	CSO	MPA informed
1528	UK P&I / MPA / K&R / H&M / Armed guard company /	Acknowledgement received

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1528	CSO	UK P&I CLUB informed
1529	MPA	Acknowledgement received
1530	CSO	CSO send email to vessel enquiring status of skiffs
1537	CSO	<p>Vessel is informed that the response of the Pirate Attack is being coordinated 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 vessel in the next hour.</p> <p>Vessel informed that crew must be mustered in the secure location until on scene assistance arrives.</p> <p>Master is to follow instructions issued by the Contracting Government,/UKMTO/MSCHOA and co-ordinate same with CSO</p> <p>Vessel informed to comply with - Evacuation Procedure in Security Threats and Breach of Security Actions in accordance SSP Section 11</p>
1540	Vessel	Vessel informs skiffs have cleared.
1544	CSO	CSO informs all parties that situation has returned to normal and vessel is enroute to next port.
1608	Vessel	Vessel sends MPA security incident form and breach of security form.
1617	CSO	CSO sends MPA security incident form to Flag state
1617 - 1700	CSO / Master	Debriefing carried out in company and on vessel

### 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.

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- 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 ( Steering gear room )
- Master also stressed the importance of all staff to muster within very short time

CSO informed Master that while transiting in HRA , vessel will be at security level 1 But maintain level 2 measures as per SSP.



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### FINDINGS / COMMENTS / SUGGESTION FOR IMPROVEMENT

#### ➤ **Comments:**

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.

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.

#### ➤ **Findings:**

1. Mustering of crew was done in engine room. It should be the steering gear room.
2. Media holding statement not uploaded by company staff in ONE NOTE within 15 Minutes of the emergency.



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### ➤ Suggestions for improvement:

Initial reporting and follow up reports were through phone / email. ONE NOTE was not used effectively for reporting Media Holding Statement and SITREPS. In future ONE NOTE to be effectively used during emergencies/drills as it can be viewed by all company staff.

### 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?	<b>NO</b>	<b>Mustering was done in engine room instead of steering gear room.</b>
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?	<b>NO</b>	<b>Initial Media holding statement was not uploaded by company staff in ONE NOTE</b>
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?	Yes	SSAS & other on-board security equipment were found in order. Quick list 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.

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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