



SHIP/SHORE SECURITY DRILL

2019 ANNUAL EXERCISE

DATE 04 DECEMBER 2019

Vessel name:	IVS TRIVIEW	Date:	04 DEC 2019
Position	LAT: 20-55.4N LON: 059-37.2E		
Time from:	1505 Singapore time	Time to:	1620 Singapore time

REVIEWED AND APPROVED BY COMPANY SECURITY OFFICER

CAPT K.RAJARAMAN (09 DEC 2019)

2019 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 the 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).

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➤ 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 / owners / MPA / Operators / Agents / Media / UK P&I club / UKMTO / MSCHOA / Classification society etc was played within office

	Party / Person	Name	Telephone
1	"Vessel" / Master /	Capt. Celso C. Torlao	VSat 1 (Bridge) : +190 4438 7553 bridge. VSat 2 (Master) : +190 4438 7554 master office. FBB (Bridge) : +8816 7773 8983 IRIDIUM bridge. Inm-C (tlx) : 456436110 LATR X Email: ivstriview.master@grindrodfleet.com
2	SSO	CNO Ramoncito Cagas	VSat 1 (Bridge) : +190 4438 7553 bridge. VSat 2 (Master) : +190 4438 7554 master office. FBB (Bridge) : +8816 7773 8983 IRIDIUM bridge. Inm-C (tlx) : 456436110 LATR X Email: ivstriview.master@grindrodfleet.com
3	CSO	Capt Rajaraman	+65 9777 1521 / rajaramank@grindrodshipman.com
4	Marine superintendent	Capt James	+65 9777 0052 jamesr@grindrodshipman.com
5	IVS OPERATORS	Tanya	+27 82 225 6252 tanyah@ivs-int.com

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➤ 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).

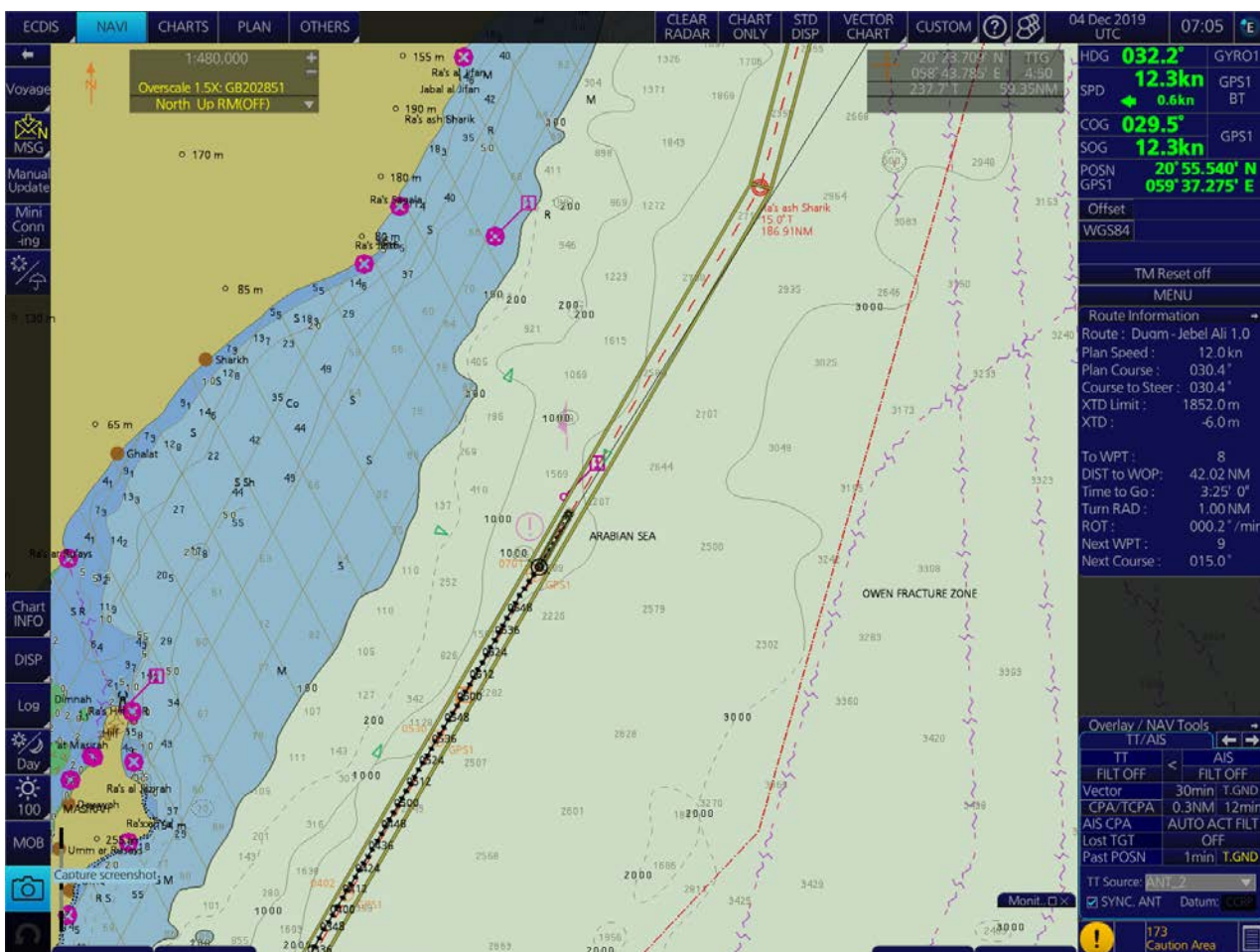
➤ COMMUNICATION:

Through Telephone and Email

EXERCISE SCENARIO

Vessel is presently at Arabian Sea (East coast of Oman) in transit at position LAT: 20-55.4N LONG. 059-37.2E 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



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SECURITY GRATINGS INSTALLED AT STAIRWAYS AND ADDITIONAL RAZOR WIRE WAS RIGGED AS PART OF ANTI-PIRACY MEASURES



RAZOR WIRES INSTALLED ON SHIPSIDE MAIN DECK RAILINGS



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ENGINE ROOM DOORS LOCKED DOWN



2019 SHIP/SHORE SECURITY DRILL

ALL OTHER DOORS LOCKED DOWN



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Vessel was experiencing rough seas with NNE'ly strong breeze (wind force 6).
Vessel was loaded with steel pipe product of about 8,900 tons.

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

Duty officer noticed one mothership with 4 skiffs on her hull ready to be deployed.
Unknown craft is steadily heading towards vessel at high speed.

Master was called up to the bridge by the OOW. Master assessed the situation and raised the emergency alarm and summoned all crew to muster station and reinforce all BMP measures.

Contingency response plan was initiated together with all 3 armed guards at the bridge.



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

Master then calls CSO, ships in the vicinity by VHF for informing the situation with request of possible assistance.

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Vessel alerted shore stations and other ships in the vicinity.

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

Mothership approached vessel (7 cables). All crew except bridge team watch keepers and armed guards were ordered to proceed to vessel strong room (Steering gear)

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

All crew mustered in steering gear and headcount taken.

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

Vessel monitored craft movement until well clear.

OOW SIGHTING SUSPICIOUS SKIFF



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OOW SIMULATED BROADCASTING ALL SHIPS IN VICINITY THROUGH VHF



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



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MASTER INCREASING SPEED TO MAXIMUM AND TAKING EVASIVE MANEOUVERS



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TELEPHONE CALL – HOTLINE



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SSAS ACTIVATED AS PART OF THE DRILL



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SECURITY GUARDS VERIFYING AND MONITORING THE SKIFFS



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SECURITY GUARD CHECKING SKIFFS MOVEMENT AND THEIR NUMBER IN THE VICINITY



VESSEL ACTIVATED FIRE HOSES



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Armed guards showing weapons to pirate skiffs and simulated firing of warning shots



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Minutes of Drill

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

Date: 04.12.2019

Spore Time	Party	Remarks
1445	Vessel	Master calls CSO and informs vessel is ready for drill
1500	Vessel	Master tests the 24 hour emergency number +65 (0) 663 21380
1505	Vessel	Vessel IN-TRANSIT, in position LAT: 20-55.4N LON: 059-37.2E implementing security measures as per BMP 5. Duty OOW, Lookout and Duty Armed guard on the bridge
1506	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 mother vessel with 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.
1507	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.
1507	Vessel	Master calls CSO and provides initial information regarding the skiffs.
1510	Vessel	SSO mustered all crew inside accommodation upper deck. Standby for instructions.
1515	Vessel	SSO ensured complete lockdown of accommodation. Standby for further instructions.
1515	Company	Media Holding Statement updated in ONE NOTE
1516	Company	Initial report uploaded on One note
1522	Vessel	Master sends CSO and initial notification regarding the unknown craft heading towards vessel.

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1524	Company	Company acknowledges initial notification from vessel
1524	Vessel	Vessel sends SSAS alert (ONLY to company)
1525	Vessel	OOW calls shore station and ships in the vicinity by VHF to inform the situation with request of possible assistance.
1527	Vessel	Vessel increased speed and made zig-zag manoeuvres to deter pirates. Fire pump was started and fire hoses were activated along ship side.
1528	Company	Company commenced sending initial notification to all parties MPA CLASSNK H&M P&I MTI – MEDIA UKMTO TOP MANAGEMENT IVS OPERATORS HSQE MANAGER MARINE MANAGER GENERAL MANAGER MSCHOA / ARMED GUARD COMPANY / K&R COMPANY / INSURANCE COMPANY/ CREWING DEPARTMENT
1528	Vessel / CSO	Vessel received initial report on ONE NOTE
1530	Vessel	All crew except bridge watch keepers and armed guards were ordered to proceed to vessel STRONG ROOM (steering gear). Head count taken.
1545	Vessel / CSO	Master sends CSO a Follow up report 1
1545	Company	SITREP uploaded on One note
1550	Vessel	Armed guards positioned themselves at the bridge wings in anticipation of an attack to vessel and started firing warning shots upon which the skiffs stopped in the water and started moving away from vessel.
1602	Vessel	Vessel informs CSO that unknown craft slowed down and stopped her intention to come near the vessel. Follow up report 2 sent to company

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1603	Company	Follow up report updated to all parties
1605	Vessel / CSO	Received email from CSO calling off the drill.
1606-1620	Master / SSO	Debriefing carried out on vessel and on company
1802	Master / CSO	Vessel sends MPA security incident form and breach of security form.

➤ 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 (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

Office 24-hour Emergency number was tested and working good.

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

All resources were available and activated.

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

➤ Findings:

- Ships staff were found on the bridge wings along with the armed guards using binoculars. This is not recommended as they were not properly equipped and could be injured by gunshots from the pirates. Ship crew should remain indoors during these scenarios.

➤ Suggestions for improvement:

As there is time delay by communication through emails, number of emails to be kept to minimum. Telephone shall be used for ship to shore communication.

➤ 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.
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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	
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	
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	<p>The BMP measures along with the SSP guidance was found to be adequate for handling such security crisis.</p> <p>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.</p>
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



COMMUNICATION

1

Emergency Response (24 H) Tele +65 (0) 663 21380

Medical Emergency Dr Dungan (24 H) Tele +27 (0) 83 307 4982

Medical Emergency Dr Dungan email doc@shipmed.co.za

IT Emergency Response (24 H) Tele +27 (0) 79 902 5219

SSAS test with company: dryssas@grindrodshipman.com

Email address during emergency: dryssas@grindrodshipman.com

Singapore Office
Tele +65 (0) 63 230048
Fax +65 (0) 63 230046

Marine Manager
Hilton Stroebel
Mobile +27 (0) 722 482624
Mobile +65 (0) 977 71508

HSEQ Manager
Brett McElligott
Mobile +27 (0) 82 314 9983

DPA / CSO
Rajaraman Krishnamoorthy
Rajesh Sharma (Assistant DPA)
Mobile +65 (0) 977 71521
Mobile +65 (0) 977 78773

Technical Manager
• Rodney Holmes
Mobile +65 (0) 977 74598

Ship Manager
• Denver Mariano
• Henry Dayo
• Richard Navo
• Joey Baluyot
• James Requilme
• Mike Allen
• Brendon George
Mobile +65 (0) 977 76681
Mobile +65 (0) 977 78621
Mobile +65 (0) 9777 1998
Mobile +65 (0) 977 76536
Mobile +65 (0) 977 70052
Mobile +27 (0) 82 737 7535
Mobile +27 (0) 63 691 0947

Crewing

- **Crewing Manager**
- **Warren King**

Mobile +27 (0) 83 253 4271

Singapore Office

Work +65 63 23 0048

Owners Managers:

Roy Scallan

Mobile +27 (0) 83 300 7085

Wayne Jones

Mobile +27 (0) 82 331 1859

Operations Manager

Sunil Chopra

Mobile +65 (0) 97 772871

EMERGENCY COMMUNICATION DETAILS

(Fill in details as required)

Emergency Response Centre

Tele _____

Fax _____

NAME

TELEPHONE/FAX



The vessels “Anti-Attack Plan” as detailed in the ISPS Manual should be followed.

Action to be taken (not necessarily in order):

If Pirates are detected:

- Sound the general alarm.
- Alert shore stations and other ships in the vicinity.
- Broadcast a piracy/armed robbery attack message on VHF & GMDSS channels, also activating the SSAS as required.
- At night, direct the vessels searchlights/Aldis lamp at the thieves to blind them and let them know they have been detected, and that the vessel is prepared.
- Direct fire hoses/monitors at full pressure at suspicious approaching motor boats or thieves approaching on deck. This action is not recommended if attackers are known to be armed with firearms.
- Increase speed where possible, and alter course away from the pirates or provided navigational safety allows, evasive manoeuvres using heavy wheel movements to make it difficult for the pirates to approach the ship.
- Cut grappling hook lines.

Attackers onboard:

- All crewmembers not engaged in essential duties to muster in the designated secure areas, and to remain there until the all clear is given.
- Activate the SSAS. Seal the bridge, engine room and all designated secure areas.
- Assess the situation and determine best course of action.
SAFETY OF LIFE IS PARAMOUNT!

If attackers gain control

- Comply with the attackers demands in a calm manner.
- Negotiate to secure the greatest level of safety for crew and passengers, and the return of any hostages.
- Seek to remain in control of the navigation of the vessel.
- Save VDR data, following the instructions posted.

CONTINGENCY PLAN FOR PIRATE ATTACK

1. **The safety of life is paramount.**
2. If attackers gain control, comply with their demands in a calm manner. Negotiate with them to ensure the safety of the crew and passengers, and the safety of the ship.
3. The carrying and use of firearms for personal protection or protection of the ship is prohibited.
4. Ensure an "Anti-Attack Plan" is established for the vessel and designate secure areas which attackers will find difficult to penetrate. The bridge, engine room and steering compartments should also be designated "secure areas". Further details are available in the vessel's **ISPS Manual**.
5. Ensure the anti-attack plan is practised regularly and also immediately prior to entering known piracy-prone waters.
6. If at all possible courses should be set away from areas where attacks are known to take place. Coast radio stations, Navtex and Sat-C SafetyNET navigation warnings should be monitored well before entry to these areas.
7. Do not anchor in or near ports where attacks have taken place. Announce vessel's arrival and remain underway well off shore.
8. Early detection of a possible attack is the most effective deterrent.
9. Prior to entering an area where attacks are known to have taken place the relevant Rescue Co-ordination centre (RCC) for the area should be identified (see Admiralty List of Radio Signals volume 5). To avoid delays in sending an "attack message", a draft message should be established ready to send and addressed to the appropriate RCC via a ship earth station associated with the RCC.
10. Reference should be made to the UK, DETR Marine Guidance Note MGN75(M) "Piracy and Armed Robbery", and the ISF publication "Pirates and Armed Robbers: A Masters Guide." Up-to-date Piracy Reports can be obtained from the International maritime Bureau website at <http://www.icc-ccs.org/prc/piracyreport.php> .
11. Calls to the vessel's mobile and satellite telephones during the emergency may provide a major distraction to the Master, and consideration should be given to posting a dedicated officer on the bridge to handle and filter all communications.
12. For further assistance and/or incident reporting, contact the IMB directly at:

IMB Piracy Reporting Centre, Kuala Lumpur , Malaysia .

Tel + 60 3 2078 5763

Fax + 60 3 2078 5769

Telex MA34199 IMBPCI

E-mail IMBKL@icc-ccs.org

24 Hours Anti Piracy HELPLINE Tel: ++ 60 3 2031 0014



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

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 and marine@mpa.gov.sg.

INFORMATION PERTAINING TO INCIDENT

A General

1. Type of Incident: DRILL DRILL DRILL – PIRATE ATTACK
2. Date & time of Incident (Local Time): 04 December 2019 / 1500 HLT SINGAPORE TIME (0800UTC)
3. Location of Incident: Arabian Sea

B Ship's details:

1	Ship's Name	-	IVS TRIVIEW
2	Call sign	-	9V8078
3	IMO number	-	9400887
4	MMSI number	-	564361000
5	INMARSAT IDs	-	456436110
6	Type of ship	-	BULK CARRIER
7	Flag State	-	SINGAPORE
8	Gross Tonnage	-	32,726MT
9	Company/Agent/Owner	-	IVS BULK 3693 PTE. LTD

C Position of Ship

1	Latitude	-	20-55.4N
2	Longitude	-	059-37.2E
3	Name of the area – Place/Port, territorial sea, port waters, anchorage, high seas etc	-	ARABIAN SEA / EAST OF Oman Coast
4	Activity of Ship - While sailing, at anchor or at berth etc	-	SAILING ENROUTE TO JEBEL ALI
5	ISPS Security Level of Ship prior to attack	-	LEVEL 1
6	Last Port of Call and Next Port of Call	-	LAST PORT: DUQM / NEXT PORT: JEBEL ALI

D Details of Victims

Victim	Nationality	Sex / Age	Designation on board	Injury
N/A				

E Items Stolen

Description of item	Estimated value of item
N/A	

F Brief description of attack based on information from coastal State authorities / ship / shipowner / ship's agent¹

¹ 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 taken by them, if any.

DRILL DRILL DRILL:

On December 04th 2019, at around 1105HLT (1505HLT SINGAPORE). Vessel in transit Arabian Sea, east part of Oman coast (LAT: 20:55.4N LON: 059:37.2E).
Duty officer noticed one mothership with multiple skiffs on her hull ready to be deployed. Unknown craft is steadily heading towards vessel at high speed.

I have raised the emergency alarm and summoned all crew to muster station and reinforce all BMP measures.

Contingency response plan was initiated together with all 3 armed guards at the bridge.

At present weather condition is rough seas with NE'ly strong breeze (wind force 6).
Vessel is loaded with steel pipe product of about 8,900 tons.

SSAS Alert was sent (Only to Company address), followed by simulated Mayday call on VHF ch.16, and Distress message via DSC and telephone to UKMTO.

Vessel alerted shore stations and other ships in the vicinity.

Vessel increased speed and seeing its safe for navigation vessel altered course away from suspected pirates.

Mothership closely approaching (7 cables) All crew except bridge team watch keepers and armed guards were ordered to proceed to vessel strong room (Steering gear)

Vessel was able to speed away and out manoeuvre the mothership. Mothership was observed to have slowed down and altered course away.

Master then informed CSO and all parties via telephone and email that the attack was deterred and that the threat was eliminated and all is clear and everyone on board is safe.

Initial Report

Wednesday, 4 December 2019 3:16 PM

All Emails are to be sent to the following address: globalerc@grindrodshipping.com

Emergency Contact Number:	+65 321380 +27 31 302 805
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Emergency Response Initial Report(DRILL, DRILL, DRILL)

Who contacted the Office: Master

Ship's Name: IVS Triview

Time of call: 1505h SGT

Ship's position: 20-55.4N, 059-37.2E

Type of Incident: Security incident

Crew injured or killed: NIL

What damaged: NIL

Cargo On-board: Steel pipes 8900mt

Oil Spill: /NIL

How much : /NIL

Weather Sitrep:

Choppy seas, wind force B6 NNE direction

Other Notes:

Armed guards onboard



IVS
TRIVIEW -...

Vessel Name: IVS TRIVIEW

MMSI: 564361000

IMN: 456436110

IMO:9400887

CallIn Signal:9V8078

Time: 12/04/2019 07:05(UTC)

COURSE: 032 deg

SPEED: 12.3 kt

Vessel in transit Arabian Sea, east part of Oman coast (LAT: 20:55.4N LON: 059:37.2E).

Duty officer noticed one mothership with multiple skiffs on her hull ready to be deployed.

Unknown craft is steadily heading towards vessel at high speed.

I have raised the emergency alarm and summoned all crew to muster station and reinforce all BMP measures.

Contingency response plan was initiated together with all 3 armed guards at the bridge.

At present weather condition is rough seas with NE'ly strong breeze (wind force 6).
Vessel is loaded with steel pipe product of about 8,900 tons.

Inform:

QF, HS, DPA :

Port Control:

Class:

MTI:

P&I:

H&M:

Owners:

Agents, :

Flag state MPA:

Charterer or commercial :

RRDA :

Crewing :

Vessel :

Dr Dungan:

Media Holding Statement Example

Wednesday, 4 December 2019 3:15 PM

All Emails are to be sent to the following address: globalerc@grindrodshipping.com

Media Holding Statement

DRILL DRILL DRILL

To be released once approved by Grindrod Shipping Senior Management

The Management of Grindrod Shipping advises that the Vessel IVS Triview- Master informed that

Time of incident : 15h05 SG Time

Vessel is transiting the Arabian Sea.

Master reported one skiff approaching the vessel.

Further information will be provided as it becomes available.

For any media enquiries, please contact MTI International.

MTI xxxxxxxx (local Correspondent):

MTI London: Pat Adamson + 44 7836766947

www.mtinetwork.com

SITREP

Wednesday, 4 December 2019 4:23 PM

All Emails are to be sent to the following address: globalerc@grindrodshipping.com



A division of Grindrod (South Africa) (Pty) Limited

Tele: +27 31 302 7911

Fax: +27 31 307 4517

E-mail: unicorn@unicornshipping.co.za

<http://www.unicornshipping.co.za/>

FOLLOW UP SITUATION REPORT

Report Number: 01

Date: 04Dec2019

Time: 1545h SGT

Information received from: Master

Vessel alerted shore stations and other ships in the vicinity.

We have increased speed and seeing its safe for navigation vessel altered course away from suspected pirates.

Mothership closely approaching (7 cables) All crew except bridge team watch keepers and armed guards were ordered to proceed to vessel strong room (Steering gear)

Contact Numbers for updates/further information:

Information received from:

VSAT: (bridge) +190 4438 7553

VSAT: (capt office) +190 4438 7554

Iridium:(back up) +8816 7773 8983

Email: 456436110 LATR X

Inm C: ivstriview.master@grindrodfleet.com

Location of Incident: Arabian Sea, east part of Oman coast (LAT: 20:55.4N LON: 059:37.2E).

Date/Time of Incident: 04Dec2019 / 1505h SGT

Masters Name: Celso Cruz Torlao Jr

Summary of Incident:

As per Initial Report.

Number/Details of Casualties : NIL

Damage: NIL

Authorities Involved: NIL

Emergency Services Involved: NIL

Response Services Involved: NIL

Company Emergency Response Activities:

Press Media Coverage:

Press Response:

Report Sheet Issued By:

Name:

Title:

Contact Details: +27 31 302 7911



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FOLLOW UP SITUATION REPORT

Report Number: 2

Date: 04Dec2019

Time: 1602h SGT

Information received from: Captain

Vessel was able to speed away and out manoeuvre the mothership.

Mothership was observed to have slowed down and altered course away.

We will be maintaining vigilant lookout.

Vessel does not need any more assistance.

Contact Numbers for updates/further information:

Information received from:

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VSAT: (capt office) +190 4438 7554
Iridium:(back up) +8816 7773 8983
Email: 456436110 LATR X
Inm C: ivstriview.master@grindrodfleet.com

Location of Incident: Arabian Sea, east part of Oman coast (LAT: 20:55.4N LON: 059:37.2E).

Date/Time of Incident: 04Dec2019 / 1505h SGT

Masters Name: Celso Cruz Torlao Jr

Summary of Incident: attached

As per Initial Report.

Number/Details of Casualties : NIL

Damage: NIL

Authorities Involved: NIL

Emergency Services Involved: NIL

Response Services Involved: NIL

Company Emergency Response Activities:

Press Media Coverage:

Press Response:

Report Sheet Issued By:

Name: Kerry Everett

Title: SHEQ Representative

Contact Details: +27 31 302 7911



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FOLLOW UP SITUATION REPORT

Report Number: 03

Date: 04Dec2019

Time: 1602h SGT

Information received from: Master

Message is received and noted.

We will maintain vigilant watch and will adhere to Contracting Government,/UKMTO/MSCHOA instructions and also coordinate with CSO.

Contact Numbers for updates/further information:

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VSAT: (capt office) +190 4438 7554

Iridium:(back up) +8816 7773 8983

Email: 456436110 LATR X

Inm C: ivstriview.master@grindrodfleet.com

Location of Incident: Arabian Sea, east part of Oman coast (LAT: 20:55.4N LON: 059:37.2E).

Date/Time of Incident: 04Dec2019 / 1505h SGT

Masters Name: Celso Cruz Torlao Jr

Summary of Incident:

As per Initial Report.

Number/Details of Casualties : NIL

Damage: NIL

Authorities Involved: NIL

Emergency Services Involved: NIL

Response Services Involved: NIL

Company Emergency Response Activities:

Press Media Coverage:

Press Response:

Report Sheet Issued By:

Name: Kerry Everett

Title: SHEQ Representative

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FOLLOW UP SITUATION REPORT

Report Number:

Date:

Time:

Information received from:

Contact Numbers for updates/further information:

Information received from:

VSAT: (bridge)

VSAT: (capt office)

Iridium:(back up)

Email:

Inm C:

Location of Incident:

Date/Time of Incident:

Masters Name:

Summary of Incident:

Cargo onboard -

Number/Details of Casualties :

Damage:

Authorities Involved:

Emergency Services Involved:

Response Services Involved:

Company Emergency Response Activities:

Press Media Coverage:

Press Response:

Report Sheet Issued By:

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FOLLOW UP SITUATION REPORT

Report Number:

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Masters Name:

Summary of Incident:

Number/Details of Casualties :

Damage:

Authorities Involved:

Emergency Services Involved:

Response Services Involved:

Company Emergency Response Activities:

Press Media Coverage:

Press Response:

Report Sheet Issued By:

Name: Kerry Everett

Title: SHEQ Representative

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