



# SHIP/SHORE SECURITY DRILL

## 2019 ANNUAL EXERCISE

DATE 21 MAY 2019

<b>Vessel name:</b>	<b>IVS GLENEAGLES</b>	<b>Date:</b>	<b>21 MAY 2019</b>
<b>Position</b>	<b>LAT: 11-11.9N LON: 067-49.0E</b>		
<b>Time from:</b>	<b>1545 Singapore time</b>	<b>Time to:</b>	<b>1745 Singapore time</b>

**REVIEWED AND APPROVED BY COMPANY SECURITY OFFICER**

**CAPT K.RAJARAMAN ( 22 MAY 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 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).

## **2019 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.

## **2019 SHIP/SHORE SECURITY DRILL**

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.

## 2019 SHIP/SHORE SECURITY DRILL

### ➤ 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. Denis R. Diego	VSAT: +1 (904) 9 006 642 (bridge) VSAT: +1 (904) 9 006 643 (capt office) Iridium: 8816-777-39224 (back up) Email: <a href="mailto:ivsgleneagles.master@grindrod fleet.com">ivsgleneagles.master@grindrod fleet.com</a> Inm C: <a href="mailto:456394510@satmailc.com">456394510@satmailc.com</a>
2	SSO	CNO Rafal D.Kawecki	VSAT: +1 (904) 9 006 642 (bridge) Iridium: 8816-777-39224 (back up) Email: <a href="mailto:ivsgleneagles.master@grindrod fleet.com">ivsgleneagles.master@grindrod fleet.com</a> Inm C: <a href="mailto:456394510@satmailc.com">456394510@satmailc.com</a>
3	CSO	Capt Rajaraman	+65 9777 1521 / <a href="mailto:rajaramank@grindrodshipman.com">rajaramank@grindrodshipman.com</a>

# 2019 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).

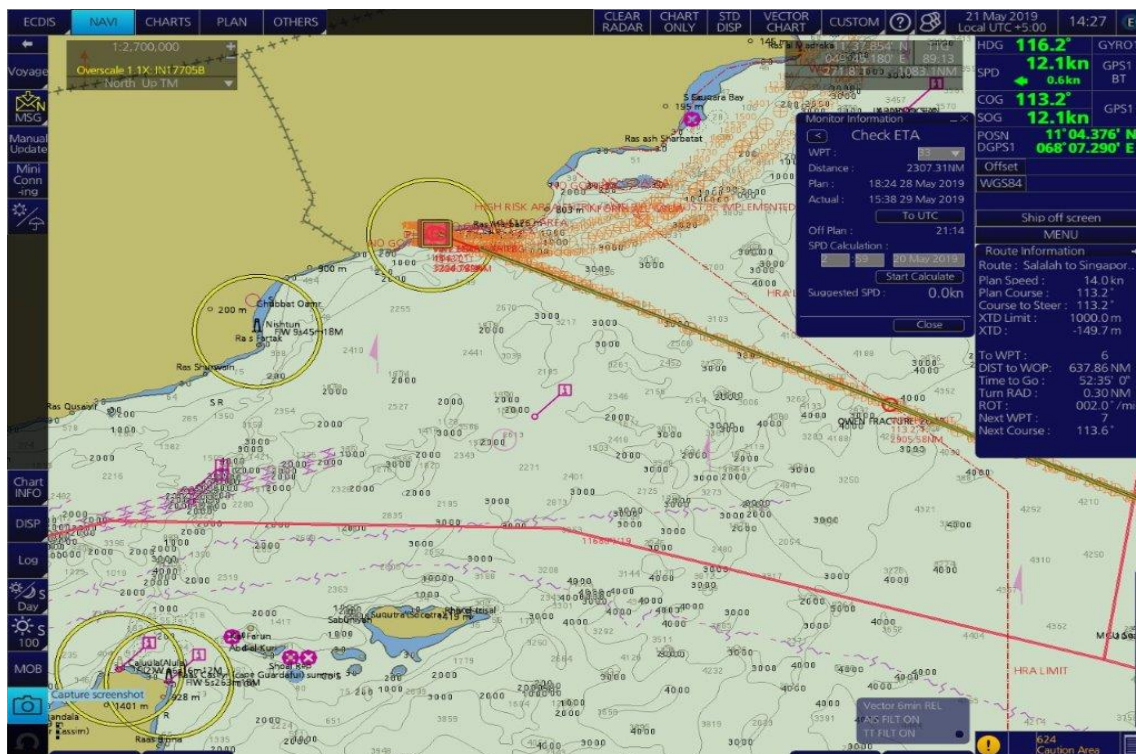
## ➤ COMMUNICATION:

Through Telephone and Email

## EXERCISE SCENARIO

Vessel is presently at Gulf of Aden in transit at position LAT: 11-11.9N LONG. 067-49.0E 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





**2019 SHIP/SHORE SECURITY DRILL**

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



RAZOR WIRES ON MAIN DECK



## 2019 SHIP/SHORE SECURITY DRILL

### ENGINE ROOM DOORS LOCKED DOWN



### ALL OTHER DOORS LOCKED DOWN



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.



## 2019 SHIP/SHORE SECURITY DRILL



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 steering gear room.

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 crafts movement until well clear.

**2019 SHIP/SHORE SECURITY DRILL**

**OOW SIGHTING SUSPICIOUS SKIFFS**





**2019 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



# 2019 SHIP/SHORE SECURITY DRILL

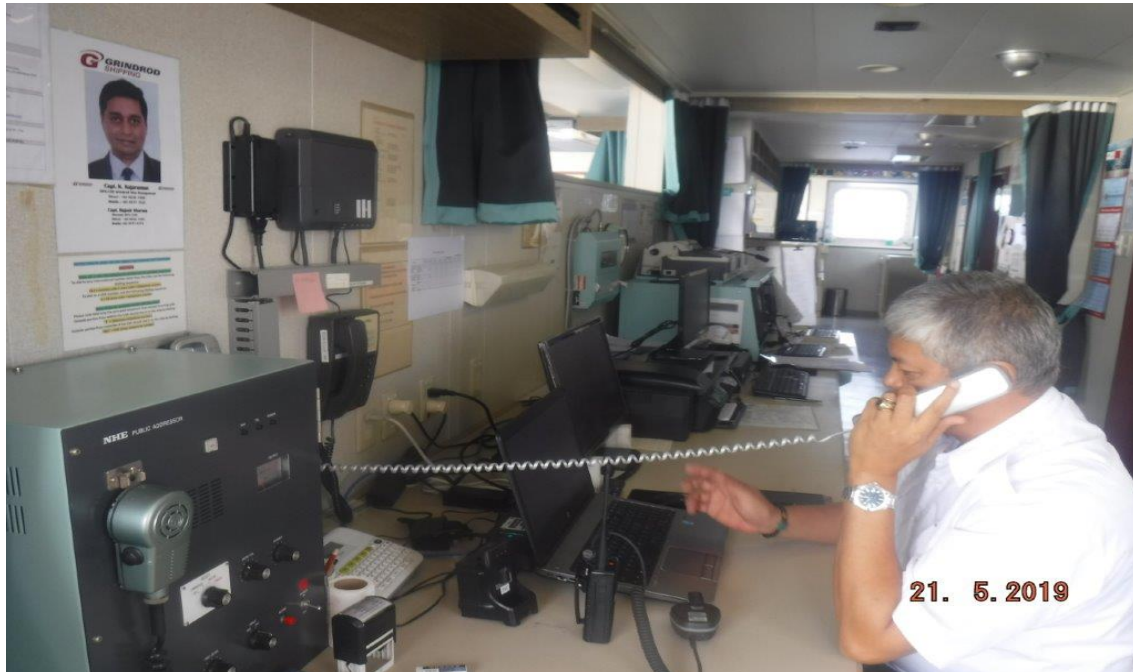
MASTER INCREASING SPEED TO MAXIMUM AND TAKING EVASIVE MANEUVERS





# 2019 SHIP/SHORE SECURITY DRILL

## TELEPHONE CALL – HOTLINE



## SSAS ACTIVATED AS PART OF THE DRILL

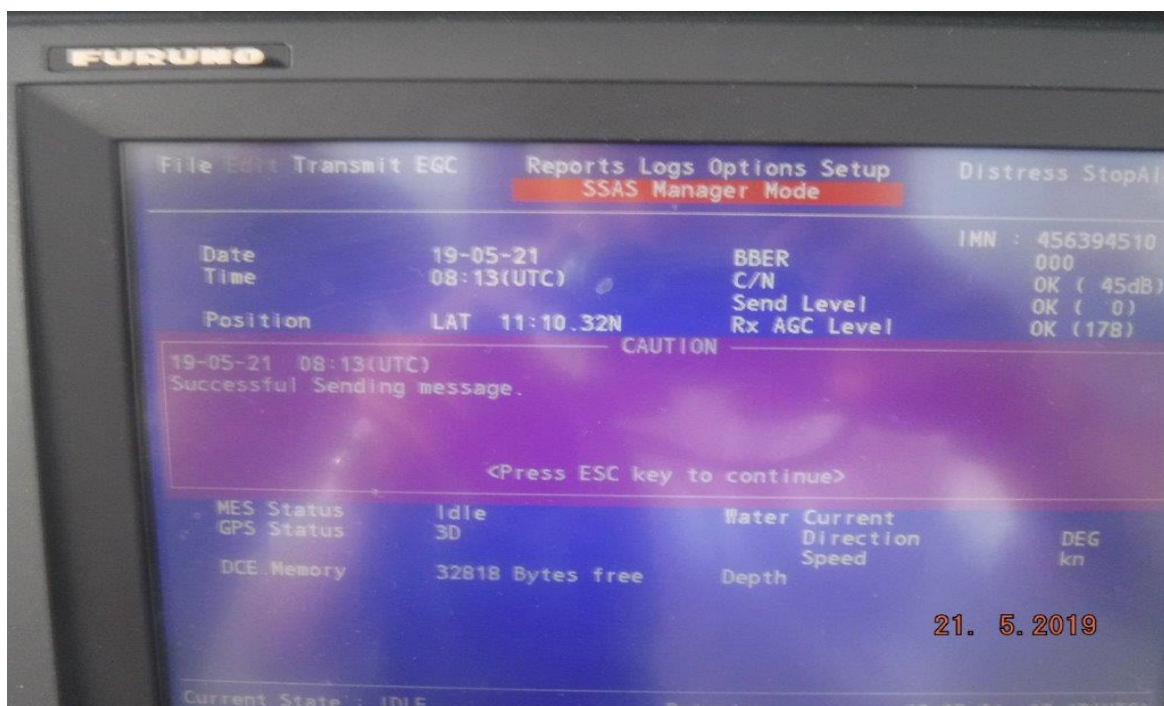




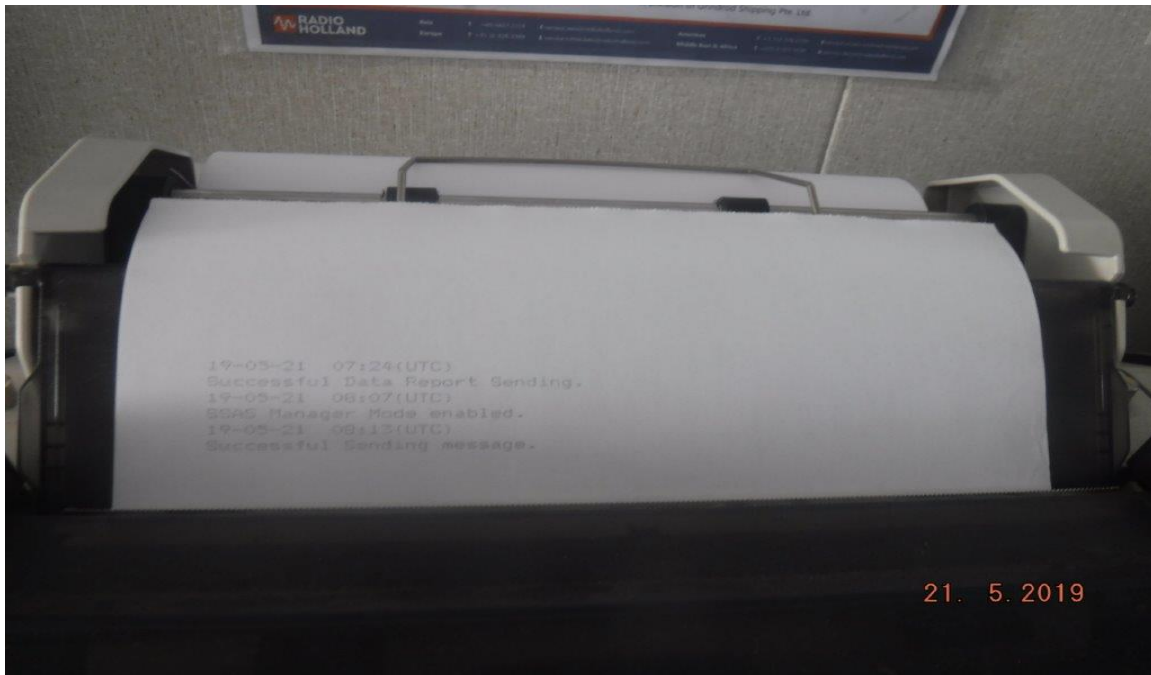
# 2019 SHIP/ShORE SECURITY DRILL



## SSAS TRANSMISSION CONFIRMATION



## 2019 SHIP/SHORE SECURITY DRILL



## SECURITY GUARDS VERIFYING AND MONITORING THE SKIFFS





**2019 SHIP/SHORE SECURITY DRILL**



SECURITY GUARD CHECKING SKIFFS MOVEMENT AND THEIR NUMBER IN THE VICINITY



**2019 SHIP/SHORE SECURITY DRILL**

**VESSEL ACTIVATED FIRE HOSES**





**2019 SHIP/SHORE SECURITY DRILL**

**ARMED GUARDS SHOWING WEAPONS TO PIRATE SKIFFS**



**Armed guards simulating firing warning shots**





## 2019 SHIP/SHORE SECURITY DRILL

### Minutes of Drill

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

Date: 21.05.2019

<b>Spore Time</b>	<b>Party</b>	<b>Remarks</b>
1545	Vessel	Master calls CSO and informs vessel is ready for drill
1550	Vessel	Master tests the 24 hour emergency number +65 (0) 663 21380
1555	Vessel	Vessel IN-TRANSIT, in position LAT: 11-11.9N LON: 067-49E implementing security measures as per BMP 5. Armed guards are on bridge.
1600	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.
1602	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.
1603	Vessel	Master calls CSO and provides initial information regarding the skiffs.
1603	CSO	CSO updates initial information on ONE NOTE
1603	Vessel	OOW calls ship's in the vicinity by VHF and informs the situation with request of possible assistance.
1604	Vessel	Vessel increased speed and made zig-zag manoeuvres to deter pirates. Fire pump was started and fire hoses were activated along ship side
1604	CSO	CSO updates media holding statement on ONE NOTE
1605	Vessel	All crew except bridge watch keepers and armed guards mustered in STEERING GEAR room. Head count taken.
1611	CSO	Top management / operators / HSQE manager / Marine manager / General Manager informed regarding the incident.
1612	CSO	Owners informed
1613	Vessel	Vessel sends SSAS alert (ONLY to company )

**2019 SHIP/SHORE SECURITY DRILL**

1613	CSO	MPA / CLASSNK / H&M / P&I / MTI - MEDIA / UKMTO MSCHOA informed regarding the incident
1618	CSO	CSO informs emergency response team regarding the incident and requests emergency response centre to be activated.
1619	CSO	CSO receives and acknowledges SSAS alert by email
1623	CSO	K&R / Insurance company / Armed guards company informed
1628	Vessel	Master sends email to CSO – 4 SUSPICIOUS SKIFF IN THE VICINITY after evasive manoeuvres was carried out
1633	CSO	CSO acknowledges email received from Master
1645	Vessel	Skiffs passed stbd 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.
1647	Vessel	SITREP received from vessel
1648	CSO	CSO updates SITREP on ONE NOTE
1656	CSO	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 enroute and will be in the vicinity of vessel in the next hour.  Master is to follow instructions issued by the Contracting Government,/UKMTO/MSCHOA and co-ordinate same with CSO  Keep look out for skiffs for some more time as they may approach again
1658	Vessel	Vessel informs skiffs are far and no-where in sight.
1717	CSO	CSO informs all parties that situation has returned to normal and vessel is enroute to next port.
1730	Vessel	Vessel sends MPA security incident form and breach of security form.
1730-1745	CSO / Master	Debriefing carried out in company and on vessel

## **2019 SHIP/SHORE SECURITY DRILL**

### **➤ 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.

2019 SHIP/SHORE SECURITY DRILL



## 2019 SHIP/SHORE SECURITY DRILL

### ➤ 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:

NIL

#### ➤ 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.
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.



**2019 SHIP/SHORE SECURITY DRILL**

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

# Initial Report

Tuesday, 21 May, 2019 3:46 PM

**Emergency Contact  
Number:**

+65 66321380

## **Emergency Response Initial Report(DRILL, DRILL, DRILL)**

**Who contacted the Office:** Master of IVS GLEN EAGLES

**Ship's Name:** IVS GLEN EAGLES

**Time of call:** 1601

**Ship's position:** 11 11.9N 067 49 E , SPEED 14 KTS

**Type of Incident:** SECURITY

**Crew injured or killed:** NIL

**What damaged:** NIL

**Cargo On-board:**

56505 MT GYPSUM IN BULK

**Oil Spill:** NIL

**How much :** NA

**Weather Sitrep:** CLOUDY , MODEATE SEA , WIND SPEED NW , 7 KTS

**Other Notes:**

4 SKIFFS APPROACHING VESSEL AT HIGH SPEED  
ALL CREW MUSTERED IN CITADEL - STEERING GEAR ROOM  
3 ARMED GUARDS ON BRIDGE  
VESSEL TAKING EVASING MANOEUVRES

**Inform:**

QF, HS, DPA :

Port Control:

Class: yes

MTI: yes

P&I: yes

H&M: yes  
Owners: yes  
Agents, : na  
Flag state MPA: yes  
Charterer or commercial : yes  
RRDA : na  
Crewing : na  
Vessel : yes  
Dr Dungan: na

# Media Holding Statement Example

Tuesday, 21 May, 2019 3:46 PM

## 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 GLENEAGLES - Master informed that

4 SKIFFS APPROACHING VESSEL AT HIGH SPEED  
ALL CREW MUSTERED IN CITADEL - STEERING GEAR ROOM  
3 ARMED GUARDS ON BRIDGE  
VESSEL TAKING EVASING MANOEUVRES

Time of incident : 21 MAY 2019 / 1601 SGT

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](http://www.mtinetwork.com)



## 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) and [marine@mpa.gov.sg](mailto: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): 21 May 2019 / 1600 HLT SINGAPORE TIME (0800UTC)
3. Location of Incident: Arabian Sea

##### **B Ship's details:**

1	Ship's Name	-	IVS GLEN EAGLES
2	Call sign	-	9V3775
3	IMO number	-	9736066
4	MMSI number	-	563945000
5	INMARSAT IDs	-	456394510
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	-	11-11.9N
2	Longitude	-	067-49.0E
3	Name of the area – Place/Port, territorial sea, port waters, anchorage, high seas etc	-	ARABIAN SEA
4	Activity of Ship - While sailing, at anchor or at berth etc	-	SAILING ENROUTE TO SINGAPORE
5	ISPS Security Level of Ship prior to attack	-	LEVEL 1
6	Last Port of Call and Next Port of Call	-	LAST PORT: SALALAH / NEXT PORT: SINGAPORE

**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 agent<sup>1</sup>**


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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 taken by them, if any.



DRILL DRILL DRILL:

On May 21<sup>st</sup> 2019, at around 1300HLT (1600HLT SINGAPORE). Four suspicious crafts were sighted by OOW approaching the vessel at a very fast speed, master was immediately called to the bridge and after assessing the situation, raised the alarm and announced to all personnel the duress word by public address system. Upon hearing the alarm and the PA announcement, all crew proceeded and was mustered at the Strong Room. Armed guards assembled at the bridge and was briefed by master for possible pirate attack and encounter. Master informs CSO by emergency telephone the situation and provides initial information regarding the skiffs.

Master immediately took evasive action, increasing the vessel's speed and executed zigzag manoeuvres, when the skiffs continued to approach the vessel at a high speed.

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.

When the skiffs was about 5 cables from the ship, the armed guards displayed their weapons in the air and was given permission by master to fire simulated warning shots to alert the skiffs of their presence on board.

When the personnel on the crafts saw that the armed guards are prepared to deter the attack, the skiffs reduced speed and proceeded to move away from the vessel and aborted their plan of attacking. After a few tense minutes, the security team leader and master assessed that the threat was abolished, master ordered the guards to stand down and announced by PA to the crew that all is clear.

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

# SITREP

Tuesday, 21 May, 2019 4:00 PM



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

Tele: +27 31 302 7911

Fax: +27 31 307 4517

E-mail: [unicorn@unicornshipping.co.za](mailto:unicorn@unicornshipping.co.za)

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

### **FOLLOW UP SITUATION REPORT**

**Report Number: 01**

**Date:** 21 may 2019

**Time:** 1648 sgt

**Information received from: master**

**Contact Numbers for updates/further information:**

MASTER

MV IVS GLENEAGLES

VSAT: +1 (904) 9 006 642 (bridge)

VSAT: +1 (904) 9 006 643 (capt office)

Iridium: 8816-777-39224 (back up)

Email: [ivsgleneagles.master@grindrodfleet.com](mailto:ivsgleneagles.master@grindrodfleet.com)

Inm C: [456394510@satmailc.com](mailto:456394510@satmailc.com)



RE DRILL

DRILL DRI...

**Location of Incident: as per initial report**

**Date/Time of Incident: as per initial report**

**Masters Name: Capt Denis**

**Summary of Incident: attached**

**Number/Details of Casualties : Nil**

**Damage: nil**

**Authorities Involved: No**

**Emergency Services Involved: no**

**Response Services Involved: NO**

**Company Emergency Response Activities: Mobilization of available resources**

<b>Investigation:</b>	Not at the moment
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**Press Media Coverage:** Informed the media

**Press Response:** Nothing

**Report Sheet Issued By:**

**Name:** K.RAJARAMAN

**Title:** DPA

**Contact Details:** +6597771521



**THIS IS A DRILL THIS IS A DRILL THIS IS A DRILL**

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

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Fax: +27 31 307 4517

E-mail: [unicorn@unicornshipping.co.za](mailto:unicorn@unicornshipping.co.za)

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

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**FOLLOW UP SITUATION REPORT**

**Report Number:** 02

**Date:**

<b>Investigation:</b>	Not at the moment
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**Report Sheet Issued By:**

Name: K.RAJARAMAN

Title:DPA

Contact Details: +6597771521



**THIS IS A DRILL THIS IS A DRILL THIS IS A DRILL**

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

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**FOLLOW UP SITUATION REPORT**

**Report Number: 03**

**Date:**