



SHIP/SHORE SECURITY DRILL

2020 ANNUAL EXERCISE

DATE 04 JUNE 2020

Vessel name:	IVS TEMBE	Date:	04 JUNE 2020
Position	LAT: 12°08.5N LON: 044°19.5E		
Time from:	1545 Singapore time	Time to:	1715 Singapore time

REVIEWED AND APPROVED BY COMPANY SECURITY OFFICER

CAPT K.RAJARAMAN

2020 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).

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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. Robert Bartosiak	VSAT: +65 3163-2725 (bridge) VSAT: +65 3163-2724 (capt office) FBB: + 870773935361(back up) Email: ivstembe.master@grindrod fleet.com Inm C: 456393312@satmailc.com
2	SSO	CNO Nicholas Du Plooy	VSAT: +65 3163-2725 (bridge) FBB: + 870773935361(back up) Email: ivstembe.master@grindrod fleet.com Inm C: 456393312@satmailc.com
3	CSO	Capt Rajaraman	+65 9777 1521 / rajaramank@grindrodshipman.com
4	Marine superintendent	Capt James	+65 9777 0052 jamesr@grindrodshipman.com
5	Alternate CSO	Capt Rajesh	+65 6632 1393 office +65 9777 8773 mobile RajeshS@unicornshipping.co.za
6	IVS OWNERS	Roy Scallan	Tel(Switchboard): +27 31 3021800 Tel(Direct): +27 31 3021842 Mobile: +27 83 3007085 Roys@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 Gulf of Aden in transit at position LAT: 12°08.5N LONG. 044°19.5E 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



2020 SHIP/SHORE SECURITY DRILL

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



RAZOR WIRES ON MAIN DECK



2020 SHIP/SHORE SECURITY DRILL

ENGINE ROOM DOORS LOCKED DOWN



2020 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 guard 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.

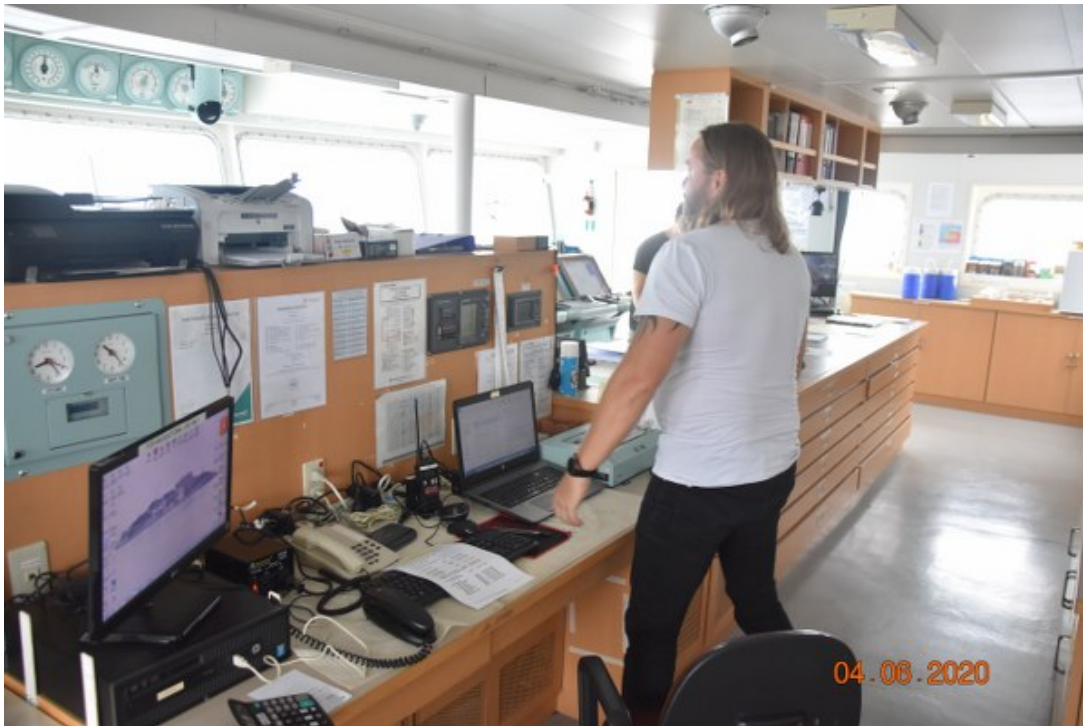
2020 SHIP/SHORE SECURITY DRILL

WATCHMAN SIGHTING SUSPICIOUS SKIFFS



2020 SHIP/SHORE SECURITY DRILL

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



2020 SHIP/SHORE SECURITY DRILL

MASTER INCREASING SPEED TO MAXIMUM AND TAKING EVASIVE MANEUVERS



2020 SHIP/SHORE SECURITY DRILL

VESSEL MADE ZIG-ZAG MANOEUVERS



2020 SHIP/SHORE SECURITY DRILL

TELEPHONE CALL – HOTLINE



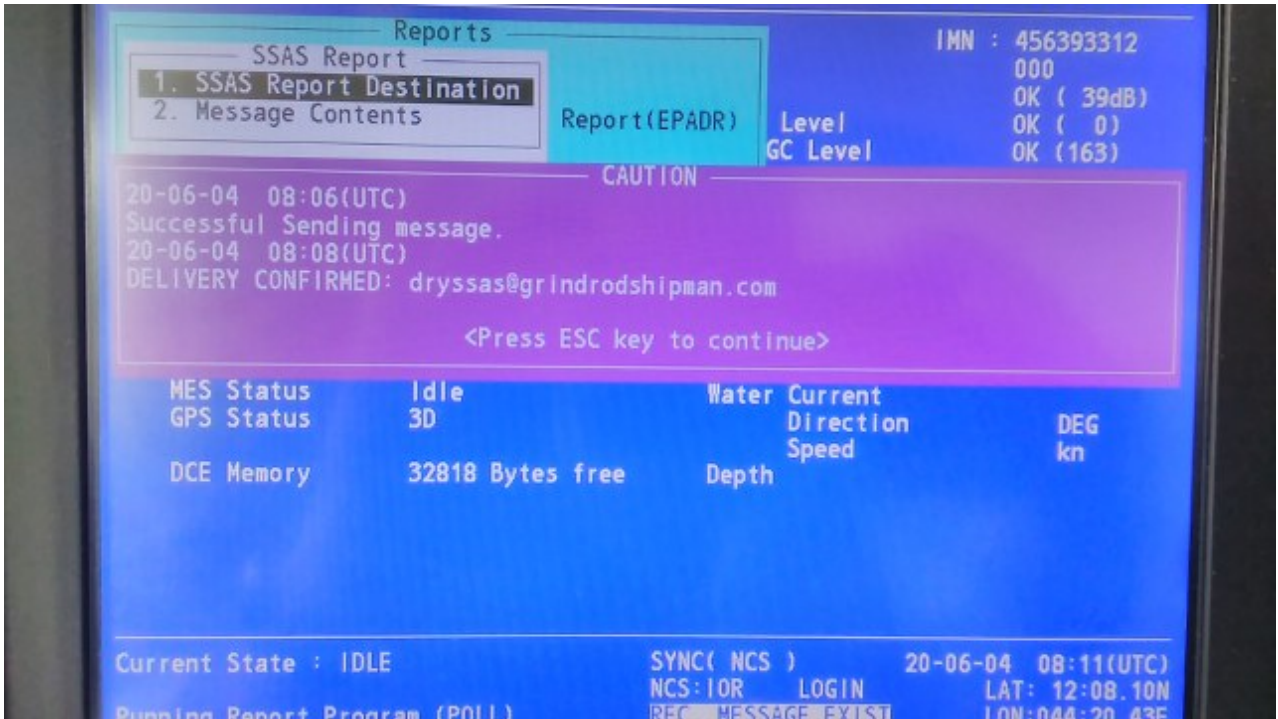
2020 SHIP/SHORE SECURITY DRILL

SSAS ACTIVATED AS PART OF THE DRILL



2020 SHIP/SHORE SECURITY DRILL

SSAS TRANSMISSION CONFIRMATION



2020 SHIP/SHORE SECURITY DRILL

SECURITY AND OOW GUARDS VERIFYING AND MONITORING THE SKIFFS



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VESSEL ACTIVATED FIRE HOSES



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ARMED GUARDS SHOWING WEAPONS TO PIRATE SKIFFS



Armed guards simulating firing warning shots in the air.



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Armed guards simulating firing warning shots into the water..



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DEBREFING AFTER DRILL



Minutes of Drill

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

Date: 04.06.2020

Spore Time	Party	Remarks
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: 12-08.5N LON: 044-19.5E 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 guard team.

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1602	Vessel	Master calls CSO and provides initial information regarding the skiffs.
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
1605	Vessel	All crew except bridge watch keepers and armed guards mustered in STEERING GEAR room. Head count taken.
1606	Vessel	Initial report sent by e-mail to CSO
1606	Marine suptd	Marine suptd updates initial information on ONE NOTE
1606	CSO	CSO informs emergency response team regarding the incident and requests emergency response centre to be activated.
1607	Vessel	Vessel sends SSAS alert (ONLY to company)
1609	CSO	CSO acknowledges initial notification report
1609	CSO	CSO receives and acknowledges SSAS alert by email
1611	Marine suptd	Marine suptd updates media holding statement on ONE NOTE
1614	Vessel	Master sends Follow up message 1 to CSO regarding present situation: "Skiffs passed at stbd side within 4 cables. All crew except bridge team watch keepers and armed guards were ordered to proceed to vessel strong room (Steering gear)."
1622	CSO	Top management / operators / HSQE manager / Marine manager / General Manager / Owners informed regarding the incident.
1626	CSO	MPA / CLASSNK / H&M / P&I / MTI – MEDIA / UKMTO MSCHOA informed regarding the incident
1629	Vessel	Master sends Follow up message 2 to CSO regarding present situation:" Armed guards showed his weapons to approaching skiffs. Security Team Leader obtained permission to firing warning shots in the air but skiffs still approached. I give permission to firing warning shots into the water upon which skiffs stopped in the water and started moving away from vessel."
1633	CSO	Crewing department informed

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1632	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
1634	CSO	K&R / Insurance company / Armed guards company informed of the incident
1642	Vessel	Master sends Follow up message 3 to CSO regarding present situation:" We continued watching at passed away skiffs, but no more suspicious action has been observed. We will be maintaining vigilant lookout. Vessel does not need any more assistance."
1646	CSO	CSO informs all parties that situation has returned to normal and vessel is enroute to next port.
1651	CSO	Drill called off
1700-1715	CSO / Master	Debriefing carried out in company and on vessel
1728	Vessel	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.

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- 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.

➤ **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:**

- Armed guard found not wearing safety helmet while on bridge wing on one of the photos. This is not recommended as they were not properly equipped and could be injured by gunshots from the pirates.
- Similarly ship staff should be inside the bridge and shall not be on bridge wings as ship staff are not provided with PPE to protect themselves from gunshots.
- Follow up reports sent by vessel (SITREP) were not numbered as 1,2,3 etc.

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➤ 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.
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>

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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

Initial Report

Thursday, 4 June 2020 4:06 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

Who contacted the Office:

Ship's Name : IVS TEMBE

Time of call: 1607H Singapore time 04Jun2020

Ship's position:

Vessel in transit Gulf of Aden , south of Yemen coast (LAT: 12-08.5 :N LON: 044-19.5E).

Type of Incident: PIRACY

Crew injured or killed: NIL

What damaged: NIL

What damaged: NIL

Cargo On-board: steel maize in bulk of about 34,872 tons

Oil Spill:

How much :

Weather Sitrep:

Wind: breeze

Direction : E'ly

Speed (Beaufort): 4

Sea: moderate

Direction

Height (m)

Other Notes:

Vessel Name: IVS TEMBE

MMSI: 563933000

IMN: 456393312

IMO: 9726164

Calln Signal: 9V2741

Time: 04/06/2020 08:05(UTC)
COURSE: 113 deg
SPEED: 10.9 kt

Vessel in transit Gulf of Aden , south of Yemen coast (LAT: 12-08.5 :N LON: 044-19.5E).
Duty officer noticed four suspicious skiffs approaching with very high speed from our stbd side.

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 moderate seas with (wind force 4).
Vessel is loaded with steel maize i bulk of about 34,872 tons.

Reminder: Master/Office to follow the relevant contingency plan

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

Thursday, 4 June 2020 4:11 PM

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

Media Holding Statement

IVS TEMBE - PIRACY

DRILL DRILL DRILL

To be released once approved by Grindrod Shipping Senior Management

***Vessel in transit Gulf of Aden , south of Yemen coast (LAT: 12-08.5 :N LON: 044-19.5E).
Duty officer noticed four suspicious skiffs approaching with very high speed on stbd side.***

At present weather condition is moderate seas with (wind force 4).
Vessel is loaded with steel maize bulk of about 34,872 tons.

Vessel Name: IVS TEMBE
MMSI: 563933000
IMN: 456393312
IMO: 9726164
Call Signal: 9V2741
Time: 04/06/2020 08:05(UTC)
COURSE: 113 deg
SPEED: 10.9 kt

Time of incident : 08:05(UTC)

Further information will be provided as it becomes available.

For any media enquiries, please contact MTI International.

MTI SGM (local Correspondent):

MTI London: Pat Adamson + 44 7836766947

www.mtinetnetwork.com

SITREP

Thursday, 4 June 2020 4:14 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: 04Jun2020

Time: 1614h SGT

Information received from: Vessel Master

Contact Numbers for updates/further information:

Master: IVS Tembe

VSat 1 (Bridge) : +65 3163-2725

VSat 2 (Master) : +65 3163-2724

FBB (Bridge) : + 870773935361

Inm-C (tlx) : 456393312

Email: ivstembe.master@grindrodfleet.com

Location of Incident: Gulf of Aden , south of Yemen coast (LAT: 12-08.5 :N LON: 044-19.5E)

Date/Time of Incident: 04Jun2020 1607H SGT

Masters Name: Capt. Robert Bartosiak

Summary of Incident:

Vessel in transit Gulf of Aden , south of Yemen coast (LAT: 12-08.5 :N LON: 044-19.5E).
Duty officer noticed four suspicious skiffs approaching with very high speed from our stbd side.

Contingency plan implemented.

Vessel alerted shore stations and other ships in the vicinity. Security guards fire the flares to show approached boats they are spotted.

We have increased speed and commenced evasive manoeuvres.

Skiffs passed at stbd side within 4 cables. All crew except bridge team watch keepers and armed guards were ordered to proceed to vessel strong room (Steering gear).

Number/Details of Casualties : NIL

Damage: NIL

Authorities Involved:

Emergency Services Involved:

Response Services Involved:

Company Emergency Response Activities:

Informed Parties: 1628h SGT 04JUN2020

UK Club

OWNERS

Charterers

H&M

GSM

IVS OPS

GRINDROD BOARD

CLASS NK

MPA

MEDIA

Press Media Coverage:

Press Response:

Report Sheet Issued By: JamesR

Name: James

Title: Marine Superintendent

Contact Details: +6597770052



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: 02

Date: 04Jun2020

Time: 1629h SGT

Information received from: Master

Contact Numbers for updates/further information:

Master: IVS Tembe

VSat 1 (Bridge) : +65 3163-2725

VSat 2 (Master) : +65 3163-2724

FBB (Bridge) : + 870773935361

Inm-C (tlx) : 456393312

Email: ivstembe.master@grindrodfleet.com

Information received from:

Location of Incident: Gulf of Aden , south of Yemen coast (LAT: 12-08.5 :N LON: 044-19.5E)

Date/Time of Incident: 04Jun2020 1607H SGT

Masters Name: Capt. Robert Bartosiak

Summary of Incident: Update from Master

Armed guards showed his weapons to approaching skiffs. Security Team Leader obtained permission to firing warning shots in the air but skiffs still approached. I give permission to firing warning shots into the water upon which skiffs stopped in the water and started moving away from vessel.

Number/Details of Casualties : NIL

Damage: NIL

Authorities Involved:

Emergency Services Involved:

Response Services Involved: Not required

Company Emergency Response Activities:

Response is being co-ordinated jointly with dispatch of warships attending in the Area plus Mustering of an aerial chopper team.

An Armed Security team is en-route and will be in the vicinity of vessel in the next hour.

Master is to follow instructions issued by the Contracting Government,/UKMTO/MSCHOA and co-ordinate same with CSO.

Informed Parties:

UK Club

OWNERS

Charterers

H&M

GSM

IVS OPS

GRINDROD BOARD

CLASS NK

MPA

MEDIA

**Crewing Department
ARMED GUARD COMPANY
K&R COMPANY / INSURANCE COMPANY**

Press Media Coverage:

Press Response:

**Report Sheet Issued By: JamesR
Name: James
Title: Marine Superintendent
Contact Details: +6597770052**



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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: 03

Date: 04Jun2020

Time: 1641h SGT

Information received from: Master

Contact Numbers for updates/further information:

Master: IVS Tembe

VSat 1 (Bridge) : +65 3163-2725

VSat 2 (Master) : +65 3163-2724

FBB (Bridge) : + 870773935361

Inm-C (tlx) : 456393312

Email: ivstembe.master@grindrodfleet.com

Information received from:

Location of Incident: Gulf of Aden , south of Yemen coast (LAT: 12-08.5 :N LON: 044-19.5E)

Date/Time of Incident: 04Jun2020 1607H SGT

Masters Name: Capt. Robert Bartosiak

Summary of Incident: Update from Master

We continued watching at passed away skiffs, but no more suspicious action has been observed.

We will be maintaining vigilant lookout.

Vessel does not need any more assistance.

Number/Details of Casualties : NIL

Damage: NIL

Authorities Involved:

Emergency Services Involved:

Response Services Involved: Not required

Company Emergency Response Activities:

Response is being co-ordinated jointly with dispatch of warships attending in the Area plus Mustering of an aerial chopper team.

An Armed Security team is en-route and will be in the vicinity of vessel in the next hour.

Master is to follow instructions issued by the Contracting Government,/UKMTO/MSCHOA and co-ordinate same with CSO.

Informed Parties:

UK Club

OWNERS

Charterers

H&M

GSM

IVS OPS

GRINDROD BOARD

CLASS NK

MPA

MEDIA

Crewing Department

ARMED GUARD COMPANY

K&R COMPANY / INSURANCE COMPANY

Press Media Coverage:

Press Response:

Report Sheet Issued By: JamesR

Name: James

Title: Marine Superintendent

Contact Details: +6597770052





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 June 2020 / 1600 HLT SINGAPORE TIME (0800UTC)
3. Location of Incident: Gulf of Aden

B Ship's details:

1	Ship's Name	-	IVS TEMBE
2	Call sign	-	9V2741
3	IMO number	-	9726164
4	MMSI number	-	563933000
5	INMARSAT IDs	-	456393312
6	Type of ship	-	BULK CARRIER
7	Flag State	-	SINGAPORE
8	Gross Tonnage	-	23224 MT
9	Company/Agent/Owner	-	IVS BULK 554 PTE. LTD

C Position of Ship

1	Latitude	-	12°08.5 N
2	Longitude	-	044°19.5E
3	Name of the area – Place/Port, territorial sea, port waters, anchorage, high seas etc	-	GULF OF ADEN
4	Activity of Ship - While sailing, at anchor or at berth etc	-	SAILING ENROUTE TO MOMBASA, KENYA
5	ISPS Security Level of Ship prior to attack	-	LEVEL 1
6	Last Port of Call and Next Port of Call	-	LAST PORT: CONSTANTA / NEXT PORT: MOMBASA

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 June 04TH 2020, at around 1000HLT (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 4 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 e-mail and VHF that the attack was deterred and that the threat was eliminated and all is clear and everyone on board is safe.

Capt. Robert Bartosiak

IVS TEMBE



MV IVS TEMBE	
IMO No :	9726164
POR :	Singapore
GRT :	23,224
NRT :	12,282
HP :	6,250 KW



VESSEL : IVS TEMBE DATE : 03 June 2020

AREA / LOCATION : Anti-Piracy gear



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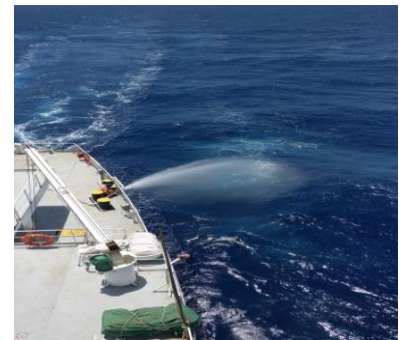
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PICTURE SUBMISSION FORM

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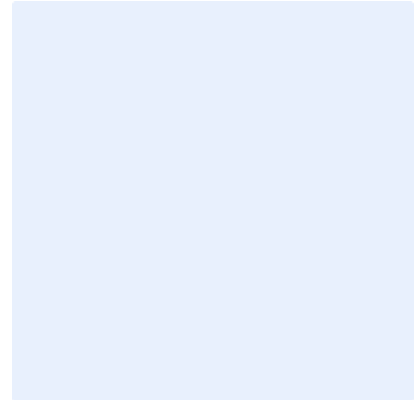
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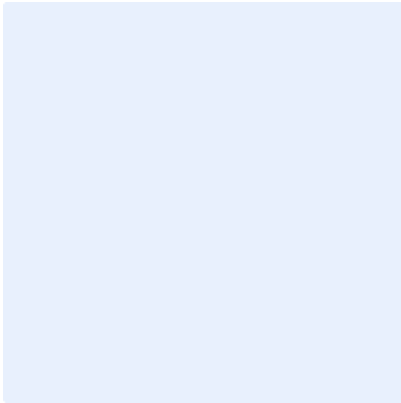
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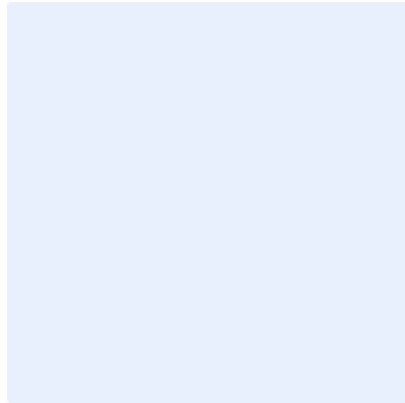
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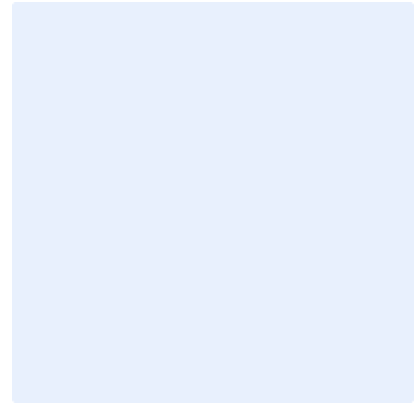
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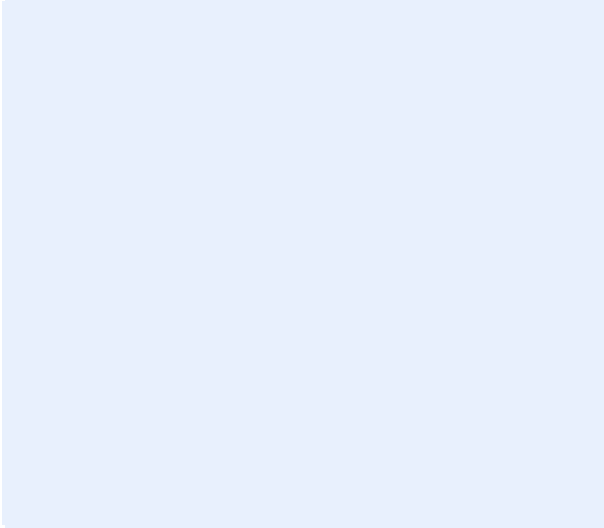
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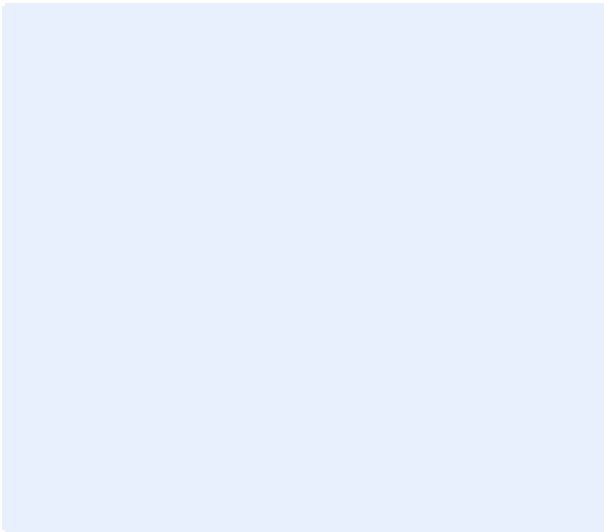


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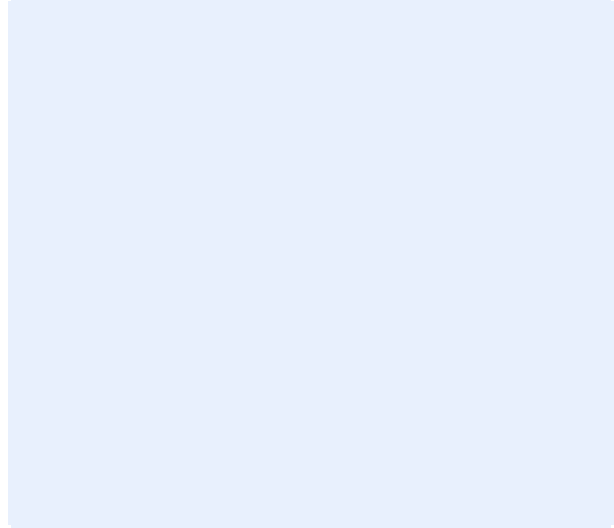
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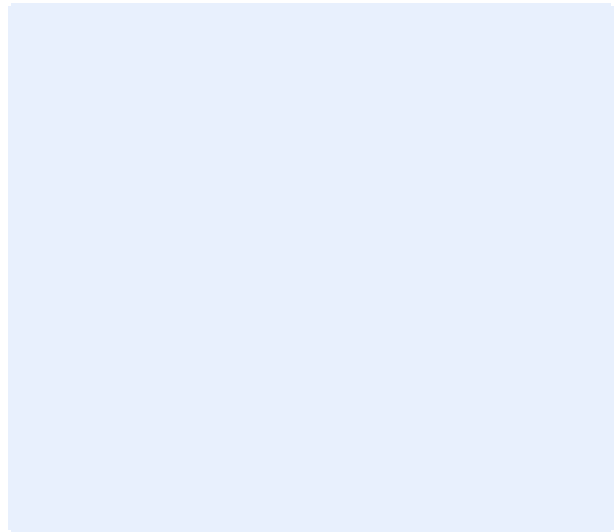
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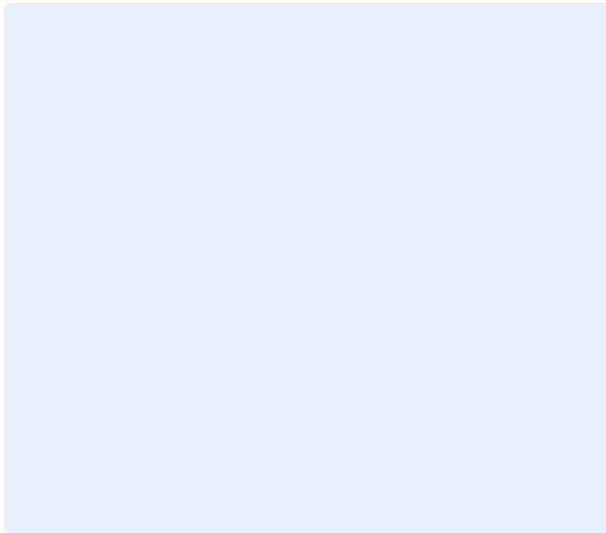
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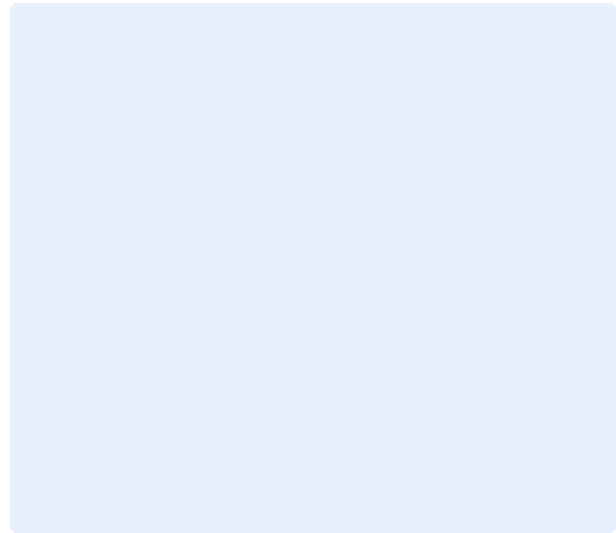
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