



SHIP/SHORE SECURITY DRILL

2022 ANNUAL EXERCISE

DATE: 29 JANUARY 2022

Vessel name:	IVS SENTOSA	Date:	29 JANUARY 2022
Position	13-25.1N / 056-10.5E		
Time from:	1700 Singapore time	Time to:	1815 Singapore time

REVIEWED AND APPROVED BY COMPANY SECURITY OFFICER

CAPT K. RAJARAMAN

2022 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

- 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.

Contact details

	Party / Person	Name	Telephone
1	"Vessel" / Master /	Capt. Michael C. Ogayon	VSAT: +65 3158 7923 (Capt Office) VSAT: +65 3158 7922 (Bridge) FBB: +870 773 930 677 (Bridge) ivssentosa.master@grindrod fleet.com
2	SSO	CNO Jonard M. Peña	VSAT: +65 3158 7923 (Capt Office) VSAT: +65 3158 7922 (Bridge) FBB: +870 773 930 677 (Bridge) Inm-C (Telex): 456569410 / 456569411 (Bridge)
3	CSO	Capt. Rajaraman	+65 9777 1521 rajaramank@grindrodshipman.com
4	Ship Manager	Joey	+65 97776536 mobile joeyb@grindrodshipman.com
5	Alternate CSO	Capt. Rajesh	+65 9777 8773 mobile RajeshS@unicornshipping.co.za

2022 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, Email and MS TEAM

EXERCISE SCENARIO

Vessel is presently transiting Arabian Sea in position Lat. 13-25.1N, Long. 056-10.5E and are implementing security measures as per BMP5.

- Razor Wires / Spikes Rigged
- Fire Hoses rigged
- Addition Lookout posted in Navigation Bridge
- Accommodation Lockdown
- Armed Security Personnel onboard

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

Master is called up on the bridge by the watch keeping officer after he finds out 2 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. 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.

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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 to proceed to steering gear room.

All crew mustered in steering gear and headcount taken.

ECDIS SCREENSHOT OF VESSEL POSITION DURING PIRACY ATTACK



2022 SHIP/SHORE SECURITY DRILL

SECURITY GRATINGS AND RAZOR WIRES INSTALLED ON STAIRCASE FROM MAIN DECK TO "A DECK"



2022 SHIP/SHORE SECURITY DRILL

RAZOR WIRES, SPIKES AND FIRE HOSES RIGGED ON MAIN DECK



2022 SHIP/SHORE SECURITY DRILL

RAZOR WIRES AND DUMMIES RIGGED AROUND "A DECK" FOR ADDITIONAL PROTECTION



2022 SHIP/SHORE SECURITY DRILL

PIRACY ATTACK BEING MONITORED ON CCTV



MASTER SOUNDING THE DISTINCTIVE ALARM (MORSE CODE PAPA) FOLLOWED BY ANNOUNCEMENT ON P.A. SYSTEM



2022 SHIP/SHORE SECURITY DRILL

CSO INFORMED BY MASTER THRU VSAT ON THE PIRACY ATTACK



MASTER IN CONSTANT COMMUNICATION WITH CSO THRU MS VIDEO DURING THE PIRACY ATTACK



2022 SHIP/SHORE SECURITY DRILL

SSAS ACTIVATED (AS A TEST ONLY TO COMPANY AND STRATUM FIVE)



MASTER INCREASING SPEED OF THE VESSEL AND DOING EVASIVE MANEUVER



2022 SHIP/SHORE SECURITY DRILL

**OOW BROADCASTING THE PIRACY ATTACK ON VHF TO ALARM OTHER VESSEL
IN THE VICINITY AND ASK FOR POSSIBLE ASSISTANCE**



MASTER AND MSTL IN CONTACT COMMUNICATION DURING THE ATTACK



2022 SHIP/SHORE SECURITY DRILL

ARMED GUARD SHOWING FIRE ARM TO PIRATES AS A WARNING



2022 SHIP/SHORE SECURITY DRILL

ARMED GUARD IN FIRING STANCE (IF NEEDED)



ADDITIONAL LOOK-OUT TO MONITOR THE MOVEMENT OF THE SKIFFS



2022 SHIP/SHORE SECURITY DRILL

ALL CREW WHO ARE NOT MEMBER OF THE BRIDGE TEAM MUSTERED IN UPPER DECK INFRONT OF SHIPS OFFICE



ENGINE ROOM STEEL DOOR LOCKED



2022 SHIP/SHORE SECURITY DRILL

ALL CREW INSIDE STEERING GEAR ROOM



MASTER CONDUCTED DE-BRIEFING AFTER THE DRILL ON THE BRIDGE TO ALSO LET THE ARMED GUARDS PARTICIPATE. NOTE: NAV WATCH NOT COMPROMISED DURING THE DE-BRIEFING.



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Brief minutes of drill

Ship time (UTC +4)

Date: 29 January 2022

Singapore Time	Party	Remarks
1650	Vessel	Master call CSO using VSAT and informed him that vessel is ready for the drill.
1653	Vessel	Master called the 24hour emergency number using VSAT +65 (0) 663 21380
1700	Vessel	Vessel IN-TRANSIT in position LAT: 13-25.1N LON: 056-10.5E implementing security measures as per BMP5.
1700	Vessel	OOW while monitoring targets on radar observed two suspicious skiffs approaching fast from port quarter. Master was immediately informed and called up on the bridge. Armed guard team ready. Using binoculars, ship staff observed 4 armed personnel on each skiff.
1701	Vessel	After careful assessment, Master sound the alarm followed by announcement on PA system. Master initiates Contingency Response. Crew immediately proceeded to Piracy Attack Muster Station in front of Ship's Office.
1702	Vessel	Master informed CSO thru MS video and provides initial information regarding attack. Initial report sent thru e-mail to CSO.
1703	CSO	Initial report acknowledged by CSO.
1704	Vessel	OOW informed ships in the vicinity via VHF on piracy attack and request for possible assistance.
1705	Vessel	Vessel increased her speed and made evasive manoeuvre to deter pirate skiffs coming alongside the vessel. Fire pump started and fire hoses were activated along ship side.
1707	Vessel	SSAS activated.
1709	CSO	CSO received SSAS piracy message.
1710	Vessel	Sitrep 1 sent thru email to CSO.
1711	CSO	CSO acknowledged Sitrep 1 in return.

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1712	CSO	Top management / operators / HSQE manager / Marine manager / General Manager / Owners / Crewing department informed regarding the incident.
1712	CSO	MPA / CLASSNK / H&M / P&I / MTI – MEDIA / UKMTO MSCHOA / K&R/ Armed guard company informed regarding the incident.
1713	CSO	Crisis management team activated in company through MS TEAMS
1715	Vessel	Sitrep 2 sent thru email to CSO.
1725	Vessel	Vessel reported to CSO that pirates managed to board the vessel. SITREP 3 sent
1727	Vessel	Main engine stopped. All crew safely inside Steering Gear room.
1728	CSO	CSO informed UKMTO that pirate has boarded the vessel. UKMTO informed CSO that armed security team is now enroute.
1730	Vessel	Vessel reported to CSO chopper sent by UKMTO arrived. Pirates are in a hurry to leave the vessel and that attempt to breach the vessel accommodation failed. SITREP 4 sent
1737	Vessel	Vessel reported to CSO chopper armed team now on deck apprehending the pirates. SITREP 5 sent
1747	Vessel	Vessel reported to CSO all pirates have been apprehended and taken into custody by UKMTO armed team. No suspicious skiffs can be seen in the vicinity. Vessel continue proceeding to her next port of call. SITREP 6 sent.
1750	Vessel	Drill called off by CSO.
1755-1810	CSO / Master	De-briefing carried out on company and vessel side.
1815	Vessel	Vessel sends MPA security incident form.

Note: All SITREPS (1-6) prepared on ONE NOTE and sent to Top management and relevant parties during the drill and records of communication filed..

➤ 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.

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- 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.

➤ **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.

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.

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➤ Findings:

- The bridge wing doors should be closed and the lookout shall be inside the bridge so that they are not injured by bullets if fired.
- Date / time was not changed in Media holding statement prepared by company

➤ Suggestions for improvement:

- Suggest to supply the vessel with hand held sat phone that can be used inside steering gear room during piracy boarding. This should include antenna arrangement from steering gear room to upper most part of the ship.

➤ 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	The BMP measures along with the SSP guidance was found to be adequate for handling such security crisis. However, SSP need to be updated time –to-time when any additional antipiracy measures are recommended in the BMP; or even when any of the existing measures are amended to mitigate the threat.

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9. Are new or modified training plans needed for personnel?	No	Present drill planner is sufficient. Vessel carries-out regular security drills on board which helps to increase security awareness and emergency response required. Though the actual sea piracy/attacks have reduced in GOA area; however, thefts in anchorages in South Asian countries have increased over the time. But, present SSP procedures cover all the aspects of such security related problems.
10. Have any "Best Practices" been identified that may be shared with others?	No	Any best practice identified shall be shared with the fleet

Initial Report

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

Initial Report

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

Emergency Contact No: +65 66321380 /
+27 31 302 7205

Emergency Response Initial Report -

Ship's Name	IVS SENTOSA		
IMO number	9528005		
• Date / Time of call from vessel:	29 JANUARY 2022 / 1253LT (0853UTC)		
Who contacted the Office:	MASTER		
• Description of Incident:	OOW SIGHTED 4 SUSPICIOUS SKIFFS WITH 4 PERSONS ON EACH ONBOARD IN THE VICINITY AND POSSIBLE PIRACY ATTACK		
• Location of incident on board:	13-25.1N 056-10.5E		
• Any injuries / casualties:	<table border="1"><tr><td>NONE</td></tr><tr><td> </td></tr></table>	NONE	
NONE			
• Damages:	NONE		
• Date / Time of incident on board:	29 JANUARY 2022 / 1300LT (0900UTC)		
• Ship's position:	13-25.1N 056-10.5E		
• Course	288 DEG		
• Speed	10.5 KTS		
• Cargo On-board and quantity:	11, 886.7MT OF PET COKES, STEEL COILS, CABLE DRUMS AND MACHINERIES		
• Bunker quantity on board:	VLSFO / 672.629 MT LSMGO / 98.76 MT		
• Any Oil Spill:	NONE		
• Approx Quantity spilt over board:	NA		
• Next Port and distance	SUEZ / 2,009NM		
<u>Weather conditions:</u>	AS ATTACHED		

Weather for 13° 09' 57.70" N 057° 23' 28.04" E								
Date 29 Jan 2022 - 03 Feb 2022								
Date	28 Jan		29 Jan		30 Jan		01 Feb	
Time	15:00	12:00	15:00	12:00	15:00	12:00	15:00	12:00
Current Speed (kts)	0.84	0.9	0.89	0.64	0.41	0.74	0.72	0.39
Wind Speed (kts)	20.19	10.54	11.69	14.13	12.75	10.67	10.31	9.67
Wind Direction	↗	↗	↗	↗	↗	↗	↗	↗
Wind Wave Height (m)	1.62	0.67	0.68	1.32	1.22	0.93	0.89	0.76
Direction of Swell Waves	↓	↗	↗	↓	↓	↘	↘	↓
Significant Height of Swell Waves (m)	0.29	1.54	1.41	0.42	0.45	0.69	0.64	0.37
Surface Temperature (°C)	25.04	24.87	24.85	24.77	24.7	24.71	-	24.17
Air Temperature at 2m	24.5	24.39	24.55	24.16	24.23	24.3	24.34	24.17
Air Pressure	1013.81	1012.8	1015	1011.56	1013.74	1011.08	1013.22	1011.38
Relative Humidity (%)	66.3	71.4	75.4	74.2	74.6	74.1	71.2	70.2
Total Precipitation (mm)	0.06	0.39	0.38	0.81	0.88	1.06	1.13	1.19
Visibility (km)	24.14	24.14	24.14	24.14	24.14	24.14	24.14	24.14
Wind Wave Direction	47.01	21.38	43.29	52.67	54.45	64.09	60.1	65.8
TotalCloudCoverPercentage	93.7	99	99.8	84.9	86.1	73.6	99.8	97
Current Direction	↙	↓	↓	←	←	↙	↙	↙

• Wind:

16 KTS

• Direction :

NORTH

• Speed (Beaufort):

4

• Sea:

MODERATE

• Direction

NE

• Height (m)

1.0 M

Reminder: Master/Office to follow the relevant contingency plan

Event Media Holding Statement Example

Monday, 13 September 2021 4:30 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

- *IVS Sentosa*
- *OOW SIGHTED 4 SUSPICIOUS SKIFFS WITH 4 PERSONS ON EACH ONBOARD IN THE VICINITY AND POSSIBLE PIRACY ATTACK*

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.mtinetwork.com

From: [StratumFive Customer Services](#)
To: [Grindrod Ship Management - SSAS Alerts](#)
Subject: Test SSAS Alert - IVS SENTOSA
Date: Saturday, 29 January 2022 5:10:40 pm

To dryssas,

This is a TEST TEST TEST alert.

PLEASE BE ADVISED THAT WE HAVE RECEIVED AN SSAS ALERT FROM YOUR VESSEL WHICH IS NOW UNDER THREAT.

Because test mode has been activated, this is most likely to be intended as a test alert. However, if in any doubt please contact the vessel directly to confirm.

Vessel Name: IVS SENTOSA
Terminal Type: InmarsatC
Terminal ID: 456569411
Timestamp: 2022-01-29 09:07:08Z
Position: 13° 25' 26" N 056° 09' 17" E
Speed: 7.0 kn
Course: 318 °
Description: SSAS Alert

A more detailed email will follow.

You have received this email because you have been added to the recipients list for this vessel. To change this, please sign into Podium or contact StratumFive support.

Kind regards,

[StratumFive Customer Services](#)

<https://podium.stratumfive.com/>

[1391]

StratumFive, Unit 12, Riverside Business Centre, Brighton Road, SHOREHAM-BY-SEA, West Sussex, BN43 6RE,
United Kingdom, <http://www.stratumfive.com>

UNSUBSCRIBE

SITREP

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



FOLLOW UP SITUATION REPORT

Ship Name:	IVS Sentosa
SITREP No:	01
Date and Time (UTC) of situation report:	29 JANUARY 2022 / (0853UTC)
<u>Summary / Update of the incident</u>	
Update of the incident	Engine at FULL speed, engaged in zig zag maneuver, activate fire hoses, armed guards ready (showing their weapons to the skiffs). All crew are safely mustered in front of Ship's Office waiting for further instructions. SSAS test activated, waiting for your reply.
Information received from:	MASTER
Number/Details of Casualties:	None
Damage:	None
Any external assistance required:	Armed guards on board rendering assistance
Authorities Involved:	Company informed MSCHOA and UKMTO
Emergency Services Involved:	None
Response Services Involved:	None
Company Emergency Response Activities:	None
Press Media Coverage	Event Media Holding Statement updated
Press Response:	None
<u>Report Sheet Issued By:</u>	
Name:	Joey Baluyot
Title:	Ship Manager
Contact Details:	+6597776536



FOLLOW UP SITUATION REPORT

Ship Name:	IVS Sentosa
SITREP No:	02
Date and Time (UTC) of situation report:	29 JANUARY 2022 / (0918UTC)
<u>Summary / Update of the incident</u>	
Update of the incident	<ul style="list-style-type: none"> • Engine at FULL speed, engaged in zig zag manoeuvre, activate fire hoses, armed guards ready (showing their weapons to the skiffs). All crew are safely mustered in front of Ship's Office waiting for further instructions. SSAS test activated, waiting for your reply. • Is there any immediate danger – None for now • How far are the skiffs now – 1nm and moving away • Are they approaching the vessel - No • Have fire pumps and hoses been activated - Yes • Did vessel take evasive manoeuvres - Yes • What VHF channels are being monitored - Yes • MSCHOA/UKMTO – Reported via phone to UKMTO, Armed Guard called their contact as well.
Information received from:	Master
Number/Details of Casualties:	None
Damage:	None
Any external assistance required:	Armed guards on board rendering security assistance
Authorities Involved:	None
Emergency Services Involved:	None
Response Services Involved:	None
Company Emergency Response Activities:	None
Press Media Coverage	Event Media Holding Statement updated

Press Response:	None
<u>Report Sheet Issued By:</u>	
Name:	Joey Baluyot
Title:	Ship Manager
Contact Details:	+65 9777 6536



FOLLOW UP SITUATION REPORT

Ship Name:	IVS Sentosa
SITREP No:	03
Date and Time (UTC) of situation report:	29 JANUARY 2022 / (0925UTC)
<u>Summary / Update of the incident</u>	
Update of the incident	By simulation, pirate managed to board the vessel. All hands including the armed guards proceeded to Steering Gear room. Main engine stopped as well as all power which the pirate can use. Tested armed guard satellite phone from steering room but cannot pick-up signal.
Information received from:	Master
Number/Details of Casualties:	None
Damage:	To be confirmed
Any external assistance required:	Armed guards on board rendering security assistance
Authorities Involved:	None
Emergency Services Involved:	None
Response Services Involved:	None
Company Emergency Response Activities:	None
Press Media Coverage	Event Media Holding Statement updated

Press Response:	None
<u>Report Sheet Issued By:</u>	
Name:	Joey Baluyot
Title:	Ship Manager
Contact Details:	+65 9777 6536



FOLLOW UP SITUATION REPORT

Ship Name:	IVS Sentosa
SITREP No:	04
Date and Time (UTC) of situation report:	29 JANUARY 2022 / (0935UTC)
<u>Summary / Update of the incident</u>	
Update of the incident	Pirates on deck.
Information received from:	Master
Number/Details of Casualties:	None
Damage:	To be confirmed
Any external assistance required:	Shore based warships/ security team required to deal with the pirates on board
Authorities Involved:	None
Emergency Services Involved:	Chopper is now approaching, pirates still on deck but are now in a hurry to leave the vessel.
Response Services Involved:	None
Company Emergency Response Activities:	None
Press Media Coverage	Event Media Holding Statement updated
Press Response:	None
<u>Report Sheet Issued By:</u>	
Name:	Joey Baluyot
Title:	Ship Manager
Contact Details:	+65 9777 6536



FOLLOW UP SITUATION REPORT

Ship Name:	IVS Sentosa
SITREP No:	05
Date and Time (UTC) of situation report:	29 JANUARY 2022 / (0950UTC)
<u>Summary / Update of the incident</u>	
Update of the incident	Armed team sent by UKMTO is now on deck apprehending the pirates.
Information received from:	Master
Number/Details of Casualties:	None
Damage:	To be confirmed
Any external assistance required:	Shore based warships/ security team required to deal with the pirates on board
Authorities Involved:	None
Emergency Services Involved:	None
Response Services Involved:	None
Company Emergency Response Activities:	None
Press Media Coverage	Event Media Holding Statement updated
Press Response:	None

Report Sheet Issued By:	
Name:	Joey Baluyot
Title:	Ship Manager
Contact Details:	+65 97776536



FOLLOW UP SITUATION REPORT

Ship Name:	IVS Sentosa
SITREP No:	06
Date and Time (UTC) of situation report:	29 JANUARY 2022 / (0955UTC)
<u>Summary / Update of the incident</u>	
Update of the incident	UKMTO team apprehended all pirates on board and took them in their custody. The UKMTO team air lifted all the pirated in the chopper they came in.
Information received from:	Master
Number/Details of Casualties:	None

Damage:	To be confirmed
Any external assistance required:	None
Authorities Involved:	None
Emergency Services Involved:	None
Response Services Involved:	None
Company Emergency Response Activities:	None
Press Media Coverage	Event Media Holding Statement updated
Press Response:	None
<u>Report Sheet Issued By:</u>	
Name:	Joey Baluyot
Title:	Ship Manager
Contact Details:	+65 97776536



Maritime and Port Authority of Singapore

Shipping Division
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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 e.g. Robbery, Hijack, Missing, Lost contact etc:
Piracy attack (DRILL ONLY)
2. Date & time of Incident (Local Time):
29 January 2022 / 1300LT
3. Location of Incident:
Arabian Sea (13-25.1N, 056-10.5E)

B Ship's details:

1	Ship's Name	-	IVS SENTOSA
2	Call sign	-	9V7780
3	IMO number	-	9528005
4	MMSI number	-	565 694 000
5	INMARSAT IDs	-	456569410 / 456569411
6	Type of ship	-	BULK CARRIER
7	Flag State	-	SINGAPORE
8	Gross Tonnage	-	20809
9	Company/Agent/Owner	-	GRINDROD SHIPMANAGEMENT

Position of Ship

1	Latitude	-	13-25.1N
2	Longitude	-	056-10.5E
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
5	ISPS Security Level of Ship prior to attack	-	MARSEC 1
6	Last Port of Call and Next Port of Call	-	SINGAPORE / SUEZ

D Details of Victims

Victim	Nationality	Sex / Age	Designation on board	Injury
NIL	NIL	NIL	NIL	NIL
NIL	NIL	NIL	NIL	NIL
NIL	NIL	NIL	NIL	NIL
NIL	NIL	NIL	NIL	NIL
NIL	NIL	NIL	NIL	NIL

E Items Stolen

Description of item	Estimated value of item
NIL	NIL
NIL	NIL
NIL	NIL
NIL	NIL

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

VESSEL WAS ATTACKED BY TWO SKIFFS WHILE SHE IS SAILING IN ARABIAN SEA JUST AFTER ENTERING HRA. PIRATES MANAGED TO BOARD THE VESSEL EVEN THOUGH ALL CONTINGENCY PLANS HAVE BEEN MADE BY THE VESSEL. UKMTO SENT ARMED TEAM TO THE VESSEL AND SUCCESSFULLY APPREHENDED THE PIRATES.

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.