



## SHIP/SHORE SECURITY DRILL

### 2022 ANNUAL EXERCISE

DATE: 04 JULY 2022

<b>Vessel name:</b>	<b>IVS WENTWORTH</b>	<b>Date:</b>	<b>04 JULY 2022</b>
<b>Position</b>	<b>19-09.7N / 018-02.1W</b>		
<b>Time from:</b>	<b>1600 Singapore time</b>	<b>Time to:</b>	<b>1700 Singapore time</b>

**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).

## **2022 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.

## 2022 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

- 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.

## 2022 SHIP/SHORE SECURITY DRILL

### ➤ PARTIES INVOLVED:

- IVS Wentworth
- Office
- MDAT-GoG (Role play)
- U.K. P&I Club (Role play)
- MPA Flag State (Role play)
- Port State through agent (Role Play)

### Contact details

	Party / Person	Name	Telephone
1	"Vessel" / Master /	Capt. Judee M. Almario	VSAT: +1 9049 0066 79 (Capt Office) VSAT: +1 9049 0066 81 (Bridge) IRIDIUM: 8816 777 391 75 (Bridge) lvswentworth.master@grindrod fleet.com
2	SSO	CNO Winston S. Concepcion	VSAT: +1 9049 0066 79 (Capt Office) VSAT: +1 9049 0066 81 (Bridge) IRIDIUM: 8816 777 391 75 (Bridge) Inm-C (Telex): 456347813 (Bridge)
3	CSO	Capt. Rajaraman	+65 9777 1521 <a href="mailto:rajaramank@grindrodshipman.com">rajaramank@grindrodshipman.com</a>
4	Ship Manager	Mike Allen	+27 (0) 827 377 535 mobile <a href="mailto:mikea@grindrodshipping.com">mikea@grindrodshipping.com</a>
5	Alternate CSO	Capt. Rajesh	+65 9777 8773 mobile <a href="mailto:rajeshs@grindrodshipping.com">rajeshs@grindrodshipping.com</a>
6	HSEQ Manager	Brett McElligot	+27 82 314 9983 (Brett) <a href="mailto:brettm@grindrodshipping.com">brettm@grindrodshipping.com</a>

## 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

IVS Wentworth on a loaded passage to Abidjan encounters a suspicious boat approaching the vessels just few hours prior arrival to Abidjan. Master sounds the emergency alarms to alert and assemble the crew, activates the contingency and ship security plan.

Master notifies office using SSAS alert and concerned authorities - MDAT-GoG (role play). Master takes evading actions required for approach stage and attack stage (boat gets closer to the vessel).

On receipt of SSAS, CSO contacts vessel and subsequently informs emergency team members to set up ERC to assist Master.

Emergency Response Centre was set up virtually. Incident is reported to P&I Club and Flag State by office.

Skiff abandons to attack the vessel upon finding the alertness of crew and anti-piracy hardware measures (razor wires, water spray) and other actions taken by the vessel.

Subsequently Master was instructed to continue approaching Abidjan and reports the incident local authorities through agent (Role Play).

### **Action on board**

- Press SSAS alert button (send to company on test mode)
- Activate Piracy Contingency Plan no.4, refer HSE Procedure Manual 5.1 Ship Security, and BMP West Africa for action to be taken
  - Approach stage, refer page 32 of BMP West Africa
  - Attack stage, refer page 33 of BMP
- Report MDAT-GoG using telephone (Don't report at actual number but report at role play number)
- Report MDAT-GoG using "suspicious/irregular activity report form" (don't report at actual email but send at role play email)
- After pirate's attack is foiled, drill will end.
- Report incident to MDAT-GoG using "Follow-up report Form" (don't report at actual email but send at role play email)
- Use above forms to inform the Port Authorities in Abidjan through agent using role play email.
- Prepare Security Incident report using SSP Form.

# 2022 SHIP/SHORE SECURITY DRILL

## ECDIS SCREENSHOT OF VESSEL POSITION DURING PIRACY ATTACK



## RAZOR WIRES INSTALLED ON PORT & STARBOARD SIDE MAIN DECK





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OOW Confirms small fast craft approaching the vessel





## 2022 SHIP/SHORE SECURITY DRILL

Master sounds General Alarm



Master makes emergency announcement on PA system



## 2022 SHIP/SHORE SECURITY DRILL

Master activates SSAS button to inform CSO / Office



Master makes subsequent calls to all parties involved





2022 SHIP/SHORE SECURITY DRILL



Contingency actions carried out. Fire hoses port & starboard were activated



**2022 SHIP/SHORE SECURITY DRILL**



Master, OOW & Helmsman on the bridge continue executing evasive manoeuvres





## 2022 SHIP/SHORE SECURITY DRILL

Rest of the crew proceeding to the steering gear room



Last man to enter & secure door way leading to the steering gear room





**2022 SHIP/SHORE SECURITY DRILL**

Securing Primary door leading to the steering gear room



Primary door leading to the steering gear room secured



## 2022 SHIP/SHORE SECURITY DRILL

Rest of the crew all in the engine room, proceeding to the steering gear room.



Crew securing Secondary door inside the steering gear room.



## 2022 SHIP/SHORE SECURITY DRILL

Secondary door inside the steering gear room secured.



Crew all mustered inside the steering gear room awaiting further orders from Master.





## 2022 SHIP/SHORE SECURITY DRILL

Checking emergency provisions inside the steering gear room.



Master carried out debriefing after security drill



**2022 SHIP/SHORE SECURITY DRILL**





## 2022 SHIP/SHORE SECURITY DRILL

### Brief minutes of drill

Ship time (UTC +0)

Date: 04 July 2022

<b>Singapore Time</b>	<b>Party</b>	<b>Remarks</b>
1600	Vessel	Vessel IN-TRANSIT in position LAT: 19-09.7N LON:018-02.1W implementing security measures as per BMP5.
1605	Vessel	OOW while monitoring targets on radar observed one suspicious skiff approaching fast from port bow. Master was immediately informed and called up on the bridge. Using binoculars, ship staff observed 4 armed personnel on the skiff.
1607	Vessel	After careful assessment, Master sound the alarm followed by announcement on PA system. Master initiates Contingency Response. Vessel's speed was increased while executing evasive manoeuvres. Fire hoses port & starboard were activated.
1607	Vessel	SSAS was activated. Calls and Emails were sent to all concerned parties. MDAT-GoG
1613	Vessel	Rest of the crew immediately proceeded to vessel's STEERING GEAR ROOM, mustered and awaited further instructions from Master.
1619	Vessel	SSAS Message confirmed delivery message on Inm -C
1621	CSO	SSAS message confirm received by CSO
1624	Vessel	Master informed CSO thru phone and provides initial information regarding suspicious craft.
1627	Vessel	Initial report acknowledged by CSO.
1630	Vessel	OOW informed ships in the vicinity via VHF on piracy attack and request for possible assistance.
1642	Vessel	Skiff was unable to get near due to vessel's continuous manoeuvres and finally gave up chase
1645	Vessel	Follow up report was sent thru e-mail to CSO regarding the failed attempt on the vessel
1648	CSO	Master was instructed to proceed to destination port Abidjan and report the incident to local authorities thru local agent.
1650	Vessel	Drill called off by CSO.
1700	CSO / Master	De-briefing carried out on vessel side.

## **2022 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 , MDAT-GoG 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

## 2022 SHIP/SHORE SECURITY DRILL

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.

### ➤ Findings:

- Ship manager was on leave and back up ship manager was not called up during the drill.

### ➤ Suggestions for improvement:

- Back up ship manager should be informed if ship manager is on leave during the drill.

### ➤ 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

## 2022 SHIP/SHORE SECURITY DRILL

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	<p>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 / WEST AFRICAN area; however, thefts in anchorages in South Asian countries and west African have increased over the time. But, present SSP procedures cover all the aspects of such security related problems.</p>
10. Have any "Best Practices" been identified that may be shared with others?	No	<p>Any best practice identified shall be shared with the fleet</p>

**From:** [Rajaraman Krishnamoorthy - GSM SG](#)  
**To:** [IVS WENTWORTH - MASTER \(O365\)](#)  
**Cc:** [GSH Global Emergencies](#); [Rajesh Sharma - GSH SG](#)  
**Subject:** DRILL DRILL DRILL Test SSAS Alert - IVS WENTWORTH  
**Date:** Monday, 4 July 2022 4:21:40 pm

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**DRILL DRILL DRILL**

Dear Master

SSAS ALERT RECEIVED

Also confirmed from phone that Vessel is encountering a very suspicious boat approaching the vessel at high speed, The boat does not show the AIS details, Colour of the is Dark Blue//

Comply with contingency plan as per SSP and Activate Piracy Contingency Plan no.4

Report to MDAT-GOG

*Capt K. Rajaraman*

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**Capt K. Rajaraman**  
**DPA/CSO/SHEQ Manager**  
**Grindrod Ship Management, A Division Of Grindrod Shipping Pte. Ltd.**  
200 Cantonment Road, #03-01  
Southpoint, Singapore 089763  
☎ : +65 6323 0048 | 📠 : +65 9777 1521  
✉ [technical@grindrodshipman.com](mailto:technical@grindrodshipman.com)

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**From:** StratumFive Customer Services <noreply@stratumfive.com>  
**Sent:** Monday, 4 July 2022 4:06 pm  
**To:** Grindrod Ship Management - SSAS Alerts <dryssas@grindrodshipman.com>  
**Subject:** Test SSAS Alert - IVS WENTWORTH

To Dryssas,

**PLEASE BE ADVISED THAT WE HAVE RECEIVED A TEST SSAS ALERT FROM YOUR VESSEL.**

This alert is sent as the result of a hardware test procedure carried out aboard the vessel. As such, this is most likely intended as a test alert. However, if in any doubt please contact the vessel directly to confirm.

**Vessel Name:** IVS WENTWORTH



**Terminal Type:** InmarsatC  
**Terminal ID:** 456347813  
**Timestamp:** 2022-07-04 07:59:51Z  
**Position:** 19° 09' 46" N 018° 02' 07" W  
**Speed:** 13.0 kn  
**Course:** 181 °  
**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/>

[1962]

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

[UNSUBSCRIBE](#)

# Re Initial Report

All Emails are to be sent to the following address: [globalerc@grindrodshipping.com](mailto:globalerc@grindrodshipping.com)

## Initial Report

All Emails are to be sent to the following address: [globalerc@grindrodshipping.com](mailto:globalerc@grindrodshipping.com)

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

## Emergency Response Initial Report - DRILL DRILL DRILL

Ship's Name	IVS WENTWORTH
IMO number	9725550
• Date / Time of call from vessel:	SSAS TEST ALERT / 04 JULY 1607 SGT
Who contacted the Office:	MASTER -
• Description of Incident:	Vessel is encountering a very suspicious boat approaching the vessel at high speed, The boat does not show the AIS details, Color of the is Dark Blue//
• Location of incident on board:	NA
• Any injuries / casualties:	NIL
• Damages:	NA
• Date / Time of incident on board:	04 JULY 1607 SGT
• Ship's position:	At Sea
• Course	075
• Speed	13.5 KTS
• Cargo On-board and quantity:	CLINKER / 49740 MT
• Bunker quantity on board:	TO REVERT
• Any Oil Spill:	NIL
• Approx Quantity spilt over board:	NIL
• Next Port and distance	ABIDJAN / 62 MILES
<u>Weather conditions:</u>	

• Wind:	
• Direction :	NE
• Speed (Beaufort):	2
• Sea:	
• Direction	NE
• Height (m)	1.5M

***Reminder: Master/Office to follow the relevant contingency plan***

# Event Media Holding Statement Example

Monday, 4 July 2022 4:36 pm

**All Emails are to be sent to the following address: [globalerc@grindrodshipping.com](mailto:globalerc@grindrodshipping.com)**

## Media Holding Statement

### DRILL DRILL DRILL

*To be released once approved by Grindrod Shipping Senior Management*

- *IVS Wentworth*
- *Ship coasting West Coast Africa a suspicious boat approaching the vessel*
- *Vessel is under piracy threat*

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

## Felicia Hong - GSM SG

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**From:** Felicia Hong - GSM SG  
**Sent:** Monday, 4 July 2022 4:49 PM  
**To:** GSH Global Emergencies  
**Cc:** Quentin Foyle - IVS DBN; Hilton Stroebel - GSM SG  
**Subject:** DRILL DRILL DRILL - M.V IVS WENTWORTH - SITREP (2)



### FOLLOW UP SITUATION REPORT

<b>Ship Name:</b>	IVS WENTWORTH
<b>SITREP No:</b>	02
<b>Date and Time (UTC) of situation report:</b>	04 July / 1723hrs
<b><u>Summary / Update of the incident</u></b>	
<b>Update of the incident</b>	Skiff Abandoned To Attack the Vessel Upon Finding The Alertness of Crew And Anti-piracy Hardware Measures (Razor Wires, Water Spray) And Other Actions Taken By The Vessel. The Suspected Craft Steamed to Eastern Direction After Abandoning The Attack. Master has confirmed through phone call that the skiff has left the vessel.
<b>Information received from:</b>	Captain Judee
<b>Number/Details of Casualties:</b>	Nil
<b>Damage:</b>	Nil
<b>Any external assistance required:</b>	Nil
<b>Authorities Involved:</b>	Class & Flag Informed
<b>Emergency Services Involved:</b>	Nil
<b>Response Services Involved:</b>	Nil
<b>Company Emergency Response Activities:</b>	Activated
<b>Press Media Coverage</b>	Nil
<b>Press Response:</b>	Nil
<b><u>Report Sheet Issued By:</u></b>	
<b>Name:</b>	Felicia Hong



<b>Title:</b>	Marine Administrator
<b>Contact Details:</b>	6597773875

Kind Regards,

---

Felicia Hong

**Grindrod Shipping Pte. Ltd.**

200 Cantonment Road

#03-01 Southpoint Singapore 089763

☎: +65 6632 1384 | 📠: +65 9777 3875

✉ [feliciah@grindrodshipping.com](mailto:feliciah@grindrodshipping.com)

**CAUTION: Our Email system is not monitored continuously. If you need an URGENT reply please phone the mobile number (number listed above).**

## Felicia Hong - GSM SG

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**From:** Felicia Hong - GSM SG  
**Sent:** Monday, 4 July 2022 4:38 PM  
**To:** GSH Global Emergencies  
**Cc:** Quentin Foyle - IVS DBN; Hilton Stroebel - GSM SG  
**Subject:** DRILL DRILL DRILL - M.V IVS WENTWORTH - DRILL DRILL DRILL - SITREP (1)



### FOLLOW UP SITUATION REPORT

	IVS WENTWORTH
<b>SITREP No:</b>	01
<b>Date and Time (UTC) of situation report:</b>	04 July / 1700hrs
<b><u>Summary / Update of the incident</u></b>	
<b>Update of the incident</b>	Vessel is encountering a very suspicious boat approaching the vessel at high speed, The boat does not show the AIS details, Color of the boat is Dark Blue with no Visible Name.
<b>Information received from:</b>	Captain Judee
<b>Number/Details of Casualties:</b>	Nil
<b>Damage:</b>	Nil Nil
<b>Any external assistance required:</b>	Nil
<b>Authorities Involved:</b>	
<b>Emergency Services Involved:</b>	NA
<b>Response Services Involved:</b>	NA
<b>Company Emergency Response Activities:</b>	ACTIVATED
<b>Press Media Coverage</b>	na
<b>Press Response:</b>	na
<b><u>Report Sheet Issued By:</u></b>	
<b>Name:</b>	Felicia Hong

<b>Title:</b>	Marine Administrator
<b>Contact Details:</b>	6597773875

Kind Regards,

---

Felicia Hong

**Grindrod Shipping Pte. Ltd.**

200 Cantonment Road

#03-01 Southpoint Singapore 089763

☎: +65 6632 1384 | 📠: +65 9777 3875

✉ [feliciah@grindrodshipping.com](mailto:feliciah@grindrodshipping.com)

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## Rajesh Sharma - GSH SG

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**From:** Rajesh Sharma - GSH SG  
**Sent:** Monday, 4 July 2022 4:23 pm  
**To:** GSH Global Emergencies  
**Subject:** IVS Wentworth - GoG Piracy threat This is Drill

### Initial Report

All Emails are to be sent to the following address: [globalerc@grindrodshipping.com](mailto:globalerc@grindrodshipping.com)

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

### Emergency Response Initial Report - DRILL DRILL DRILL

<b>Ship's Name</b>	IVS WENTWORTH
<b>IMO number</b>	9725550
<ul style="list-style-type: none"><li><b>Date / Time of call from vessel:</b></li></ul>	SSAS TEST ALERT / 04 JULY 1607 SGT
<b>Who contacted the Office:</b>	MASTER -
<ul style="list-style-type: none"><li><b>Description of Incident:</b></li></ul>	Vessel is encountering a very suspicious boat approaching the vessel at high speed, The boat does not show the AIS details, Color of the is Dark Blue//
<ul style="list-style-type: none"><li><b>Location of incident on board:</b></li></ul>	NA
<ul style="list-style-type: none"><li><b>Any injuries / casualties:</b></li></ul>	NIL
<ul style="list-style-type: none"><li><b>Damages:</b></li></ul>	NA
<ul style="list-style-type: none"><li><b>Date / Time of incident on board:</b></li></ul>	04 JULY 1607 SGT
<ul style="list-style-type: none"><li><b>Ship's position:</b></li></ul>	At Sea
<ul style="list-style-type: none"><li><b>Course</b></li></ul>	075
<ul style="list-style-type: none"><li><b>Speed</b></li></ul>	13.5 KTS
<ul style="list-style-type: none"><li><b>Cargo On-board and quantity:</b></li></ul>	CLINKER / 49740 MT
<ul style="list-style-type: none"><li><b>Bunker quantity on board:</b></li></ul>	TO REVERT
<ul style="list-style-type: none"><li><b>Any Oil Spill:</b></li></ul>	NIL

• <b>Approx Quantity spilt over board:</b>	NIL
• <b>Next Port and distance</b>	ABIDJAN / 62 MILES
<b><u>Weather conditions:</u></b>	
• <b>Wind:</b>	
• <b>Direction :</b>	NE
• <b>Speed (Beaufort):</b>	2
• <b>Sea:</b>	
• <b>Direction</b>	NE
• <b>Height (m)</b>	1.5M

***Reminder: Master/Office to follow the relevant contingency plan***

Kind Regards,

---

**Capt. Rajesh Sharma**

**Grindrod Ship Management, A Division Of Grindrod Shipping Pte. Ltd.**

200 Cantonment Road, #03-01 Southpoint, Singapore 089763

(: +65 6632 1393 office | (: +65 9777 8773 mobile

Email: [rajeshs@grindrodshipping.com](mailto:rajeshs@grindrodshipping.com)

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## Rajesh Sharma - GSH SG

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**From:** Rajesh Sharma - GSH SG  
**Sent:** Monday, 4 July 2022 4:33 pm  
**To:** Brett McElligott - DURUNT  
**Cc:** GSH Global Emergencies  
**Subject:** IVS Wentworth - MDAT-GoG Suspicious/Irregular Acitivity Report-DRILL

To: MPA Singapore  
To: UK P&I Club

Dear Sir

Refer below message, vessel has Piracy threat off West Coast Africa.  
We will keep you updated.

Kind Regards,

---

**Capt. Rajesh Sharma**

**Grindrod Ship Management, A Division Of Grindrod Shipping Pte. Ltd.**

200 Cantonment Road, #03-01 Southpoint, Singapore 089763

(: +65 6632 1393 office | (: +65 9777 8773 mobile

Email: [rajeshs@grindrodshipping.com](mailto:rajeshs@grindrodshipping.com)

**CAUTION: Our Email system is not monitored continuously. If you need an URGENT reply please phone the mobile number (number listed above).**

---

**From:** IVS WENTWORTH - Master <ivswentworth.master@grindrodfleet.com>  
**Sent:** Monday, 4 July 2022 4:07 pm  
**To:** Brett McElligott - DURUNT <BrettM@grindrodshipping.com>  
**Cc:** GSH Global Emergencies <globalerc@grinship.global>  
**Subject:** MDAT-GoG Suspicious/Irregular Acitivity Report-DRILL

THIS IS A DRILL

MDAT-GoG Suspicious/Irregular Activity Report:

A/ IVS Wentworth//

B/ 9V3519/9725550//

C/ 0807 1700 UTC//

D/ 0440N/00448W//

E/ 075/13.5 Kts //

F/ Vessel is encountering a very suspicious boat approaching the vessel at high speed, The boat does not show the AIS details, Color of the is Dark Blue//

Kind regards,

*Judee*

---

Judee M. Almario

Master, M/v "IVS Wentworth"

VSat 1 (Bridge): +1 9049 006 681

VSat 2 (Master): +1 9049 006 679

Iridium (Bridge): 881 677 739 175

Inm-C (Telex): 456347813

e-mail: [ivswentworth.master@grindrodfleet.com](mailto:ivswentworth.master@grindrodfleet.com)

*NOTE: Our e-mail system is not monitored continuously. If you need an URGENT reply please call the contact satellite phone numbers listed above.*

## Rajesh Sharma - GSH SG

---

**From:** Rajesh Sharma - GSH SG  
**Sent:** Monday, 4 July 2022 5:01 pm  
**To:** IVS WENTWORTH - MASTER (O365); Brett McElligott - DURUNT  
**Cc:** GSH Global Emergencies  
**Subject:** RE: MDAT-GoG Follow-up Report - DRILL  
**Attachments:** SC\_no\_8\_of\_2021+(Oct+2021+Rev).pdf

Dear Captain

Refer our telecom, boat has aborted approaching and clear from the vessel.  
Please assemble the staff and brief them on this security drill.  
Complete the Annex D **REPORT OF A SECURITY INCIDENT INVOLVING SINGAPORE SHIPS** of the attached circular and send to us.  
Please send us the photo of the hardening equipment rigged in place.

Drill has been called off.

Regards  
Rajesh

---

**From:** IVS WENTWORTH - Master <ivswentworth.master@grindrod fleet.com>  
**Sent:** Monday, 4 July 2022 4:23 pm  
**To:** Brett McElligott - DURUNT <BrettM@grindrodshipping.com>  
**Cc:** GSH Global Emergencies <globalerc@grinship.global>  
**Subject:** MDAT-GoG Follow-up Report - DRILL

THIS IS A DRILL

MDAT-GoG Follow-up Report:

General Details:

A/ IVS Wentworth//  
B / 9725550//  
C/ Singapore//  
D/ 9V3519//  
E/ Bulk Carrier  
F/ GRT-32725, NRT-19100, DWT-58091//  
G/ IVS Bulk Pte. Ltd, 200 Cantonment Rd. #03-01, Southpoint, Singapore 089763/ +65 63230048//  
H/ Grindrod Ship Management, 200 Cantonment Rd. #03-01, Southpoint, Singapore 089763/ +65 63230048//  
I/ Gibraltar/ Abidjan, Ivory Coast//  
J/ Cement Clinker - 49740 Mt//

Details of Incident:

A/ 0807 1700 LT/1700 UTC//  
B/ 0440N/00448W//  
C/ SW of Abidjan//

D/ Abidjan//  
E/ Ivory Coast//  
F/ Steaming//  
G/ 13.5 Kts//  
H/ 6.57m//  
I/ Clear Sky, NE 2, NE 1.0m//  
J/ Attempted//  
K/ Skiff Abandoned To Attack the Vessel Upon Finding The Alertness of Crew And Anti-piracy Hardware Measures (Razor Wires, Water Spray) And Other Actions Taken By The Vessel//  
L/ Nil//  
M/ The Suspected Craft Steamed to Easterly Direction After Abandoning The Attack//  
N/ Fishing Vessel//  
P/ Dark Blue, No Visible Name, Looks Like Fishing Boat//  
Q/ 270, 18.5 Kts//

Further Details:

A/ Sounded The General Alarm and Followed by PA, Pressed SSAS Alert Button, Followed the Company Contingency Plan, Activated Sea Water Spray on Deck, Increased The Vessel Speed, Reported to MDA-GoG Using Telephone and Email//  
B/ MDAT-GoG, Abidjan Port Control  
C/ MRCC ABIDJAN VHF Ch 16/ MMSI 006191000//  
D/ Local Authorities Sent The Navy to Look For The Suspected Craft//  
E/ 19 Crew, Filipino, South African, Polish//  
F/ See Attached Security Incident Report//  
G/ Razor Wire, Water Spray, Piracy Contingency

Kind regards,

*Judee*

---

Judee M. Almario  
Master, M/v "IVS Wentworth"  
VSat 1 (Bridge): +1 9049 006 681  
VSat 2 (Master): +1 9049 006 679  
Iridium (Bridge): 881 677 739 175  
Inm-C (Telex): 456347813  
e-mail: [ivswentworth.master@grindrodfleet.com](mailto:ivswentworth.master@grindrodfleet.com)

*NOTE: Our e-mail system is not monitored continuously. If you need an URGENT reply please call the contact satellite phone numbers listed above.*

## Rajesh Sharma - GSH SG

---

**From:** Rajesh Sharma - GSH SG  
**Sent:** Monday, 4 July 2022 4:38 pm  
**To:** GSH Global Emergencies  
**Cc:** IVS WENTWORTH - MASTER (O365)  
**Subject:** RE: IVS Wentworth - GoG Piracy attack Drill Drill Drill

4:36 pm

All Emails are to be sent to the following address: [globalerc@grindrodshipping.com](mailto:globalerc@grindrodshipping.com)  
Media Holding Statement

### DRILL DRILL DRILL

*To be released once approved by Grindrod Shipping Senior Management*

- *IVS Wentworth*
- *Ship coasting West Coast Africa a suspicious boat approaching the vessel*
- *Vessel is under piracy threat*

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

Kind Regards,

---

**Capt. Rajesh Sharma**

**Grindrod Ship Management, A Division Of Grindrod Shipping Pte. Ltd.**

200 Cantonment Road, #03-01 Southpoint, Singapore 089763

(: +65 6632 1393 office | (: +65 9777 8773 mobile

Email: [rajeshs@grindrodshipping.com](mailto:rajeshs@grindrodshipping.com)

**CAUTION: Our Email system is not monitored continuously. If you need an URGENT reply please phone the mobile number (number listed above).**

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**From:** Rajesh Sharma - GSH SG <[RajeshS@grindrodshipping.com](mailto:RajeshS@grindrodshipping.com)>  
**Sent:** Monday, 4 July 2022 4:30 pm  
**To:** GSH Global Emergencies <[globalerc@grinship.global](mailto:globalerc@grinship.global)>  
**Cc:** IVS WENTWORTH - MASTER (O365) <[ivswentworth.master@grindrodfleet.com](mailto:ivswentworth.master@grindrodfleet.com)>  
**Subject:** IVS Wentworth - GoG Piracy attack Drill Drill Drill

This is Drill

4<sup>th</sup> Jul 2022 /4:26 pm

All Emails are to be sent to the following address: [globalerc@grindrodshipping.com](mailto:globalerc@grindrodshipping.com)  
Media Holding Statement

**DRILL DRILL DRILL**

*To be released once approved by Grindrod Shipping Senior Management*

- *IVS Wentworth*

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

Kind Regards,

---

**Capt. Rajesh Sharma**

**Grindrod Ship Management, A Division Of Grindrod Shipping Pte. Ltd.**

200 Cantonment Road, #03-01 Southpoint, Singapore 089763

( : +65 6632 1393 office | ( : +65 9777 8773 mobile

Email: [rajeshs@grindrodshipping.com](mailto:rajeshs@grindrodshipping.com)

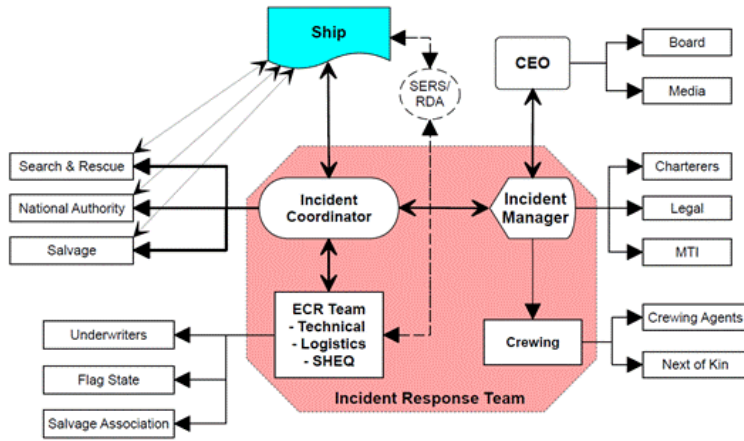
**CAUTION: Our Email system is not monitored continuously. If you need an URGENT reply please phone the mobile number (number listed above).**





# Duties and event description

Friday, 19 January 2018 10:27



Function	Name of Person
Incident Manager	RAJARAMAN
Incident Coordinator	RAJESH
Technical Support	SM
Marine Support	RAJESH
Resource support	FELICIA
Logistics Support	NA
Event support	PATRICIA

Brett Not Available - he will be facilitating the drill

Hilton and Quentin will not be participating however should be notified as and when things develop as per our Emergency response procedure.

Entity to be notified	Complete	Contact Numbers
GRINDROD BOARD	YES	
OWNERS	YES	
IVS OPERATORS	NA	
CHARTERERS	NA	
H&M	NA	
P&I – UK CLUB	YES	
MEDIA MONITORING	YES	
COMPANY DOCTOR	NA	
AGENTS	YES	
NATIONAL AUTHORITY ( AS PER SOPEP CONTACT LIST)	NA	
USCG	NA	
QI	NA	
MRCC	YES	
FLAG STATE	YES	
CLASS (NK /ABS/DNV )	NA	
CREW FAMILY BY CREWING DEPT.	NA	
ARMED GUARD COMPANY	NA	
K&R/INSURANCE COMPANY	NA	
PORT AUTHORITIES	YES	
SALVAGE	NA	
LAWYERS	NA	
OSRO	NA	