



SHIP/SHORE SECURITY DRILL

2023 ANNUAL EXERCISE

DATE: 22 JUNE 2023

Vessel name:	IVS SPARROWHAWK	Date:	22 JUNE 2023
Position	Dar Es Salaam anchorage No. 1- Lat. 06-44.2S; Long. 039-20.0E		
Time from:	1600 Singapore time	Time to:	1715 Singapore time

REVIEWED AND APPROVED BY COMPANY SECURITY OFFICER

CAPT K. RAJARAMAN

2023 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. Rafael T. Suyko Jr.	VSat 1 (Master): +65 3163 0157 VSat 2 (Bridge): +65 3163 0156 FBB (Master/Bridge) +870 773 930 955 Inm-C (tlx): 456558310 Email: ivssparrowhawk.master@grindrod fleet.com
2	SSO	CNO Tyron Campbell	VSat 1 (Master): +65 3163 0157 VSat 2 (Bridge): +65 3163 0156 FBB (Master/Bridge) +870 773 930 955 Inm-C (tlx): 456558310 Email: ivssparrowhawk.master@grindrod fleet.com
3	CSO	Capt. Rajaraman Krishnamoorthy	+65 9777 1521 rajaramank@grindrodshipman.com
4	Ship Manager	Joey Baluyot	+65 97776536 mobile joeyb@grindrodshipman.com
5	Alternate CSO	Capt. Rajesh Sharma	+65 9777 8773 mobile RajeshS@unicornshipping.co.za

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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, Email and MS TEAM

EXERCISE SCENARIO

Vessel is presently at Dar Es Salaam Anchorage No. 1 in position Lat. 06-44.2 S, Long.039-20.0 E 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

While maintaining Anchor watch, OOW observe 2 small targets on Radar approaching towards own vessel.

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 discourage the boarding attempts by pirates, Master starts all BMP recommended measures.

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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 Duty officer and lookout to proceed to steering gear room.

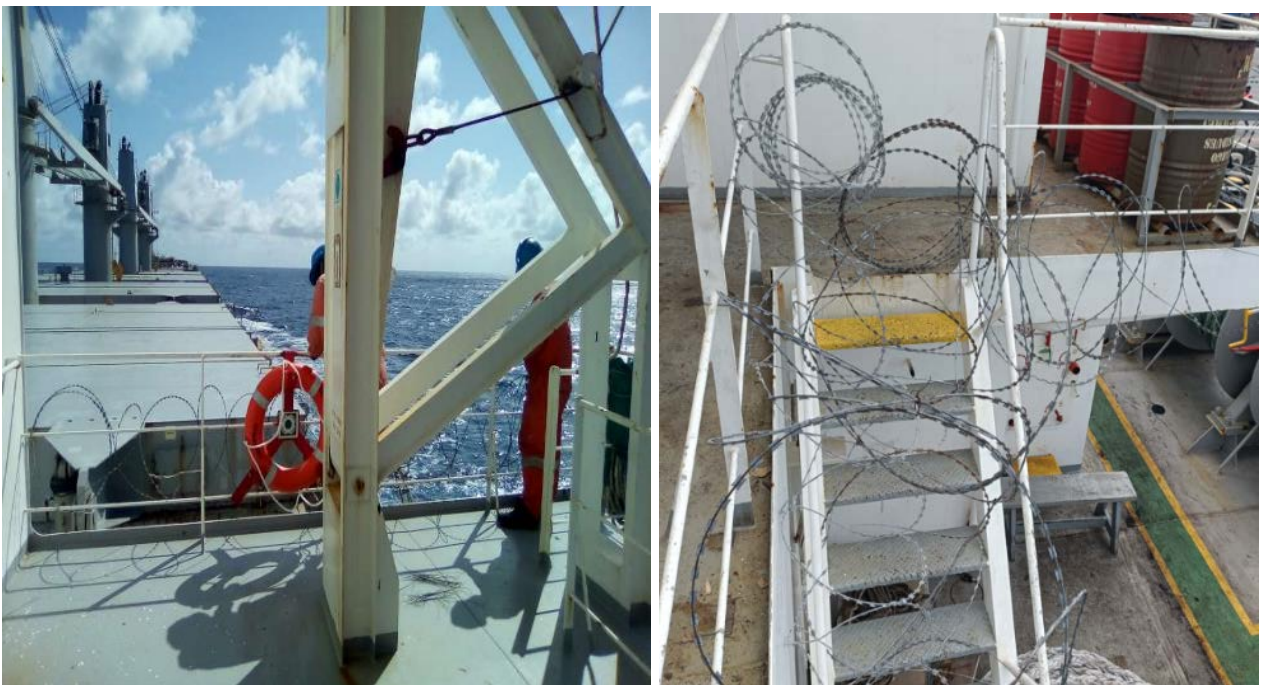
All crew mustered in steering gear and headcount taken.

Armed Guard started showing Fire Arms and the boats changed direction moving away from the vessel.

RAZOR WIRES, SPIKES RIGGED ON MAIN DECK – BEFORE ENTERING HRA



RAZOR WIRES RIGGED AROUND “A DECK” FOR ADDITIONAL PROTECTION



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DUMMIES POSITION ON "B" DECK AFT



SMALL CRAFT OBSERVE APPROACHING OWN VESSEL



2023 SHIP/SHORE SECURITY DRILL
CSO INFORMED BY MASTER OF THE POSSIBLE PIRACY ATTACK
(VIA COMPANY 24HRS EMERGENCY HOTLINE)



MASTER ACTIVATED SSAS



**2023 SHIP/SHORE SECURITY DRILL
MASTER REPORT TO MRCC BY GMDSS**

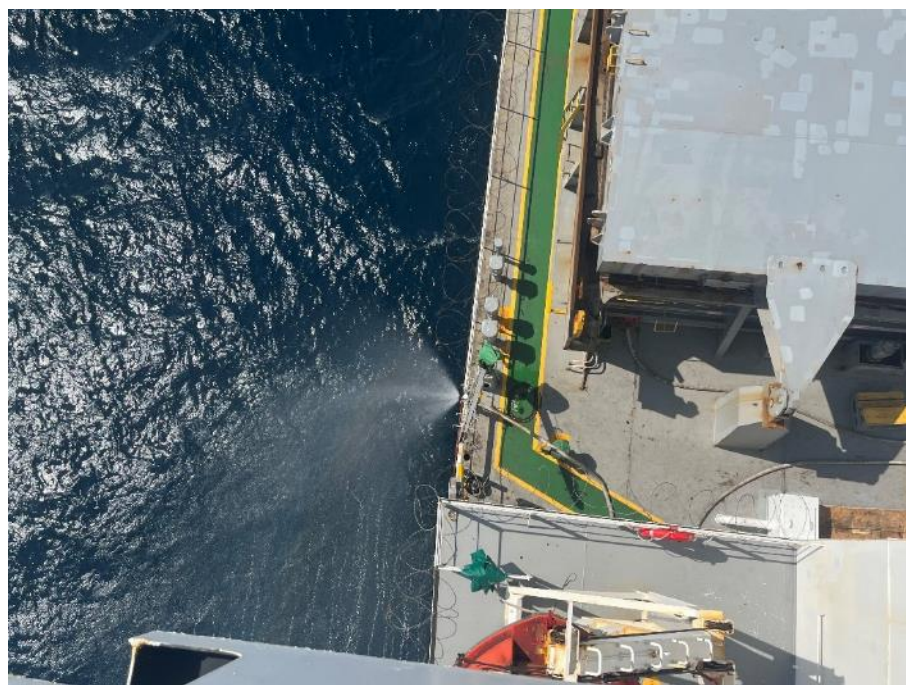
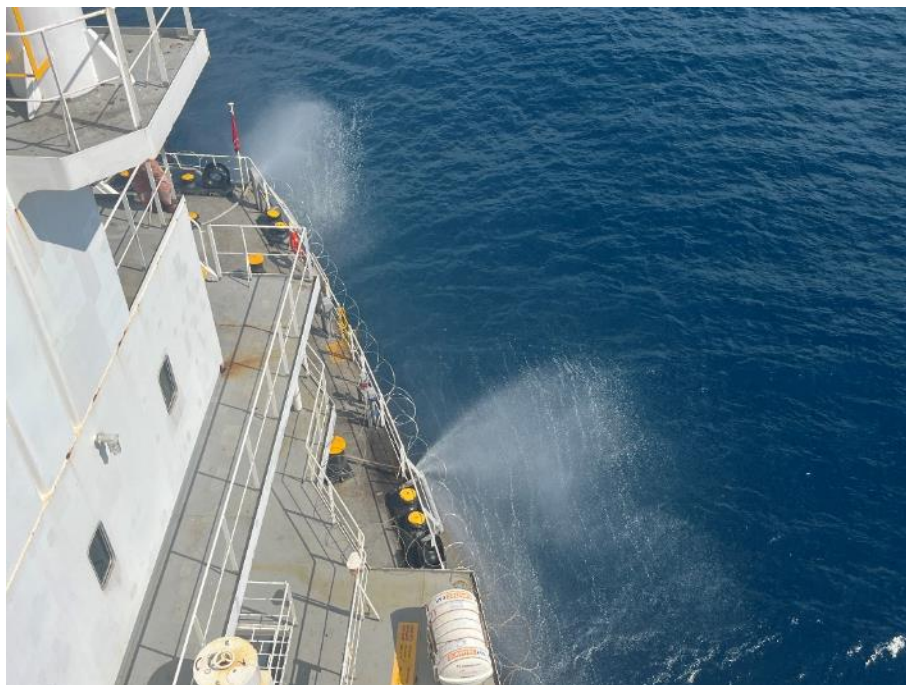


**OOW REPORT TO DAR ES SALAAM PORT CONTROL OF POSSIBLE PIRACY
ATTACK, ASK FOR ANY ASSISTANCE AND ADVISE OTHER VESSEL IN THE
VICINITY**



2023 SHIP/SHORE SECURITY DRILL

EMERGENCY FIRE PUMP ACTIVATED WITH FIRE HOSES RIGGED OUTSIDE TO DISCOURAGE PIRATE GOING ON BOARD

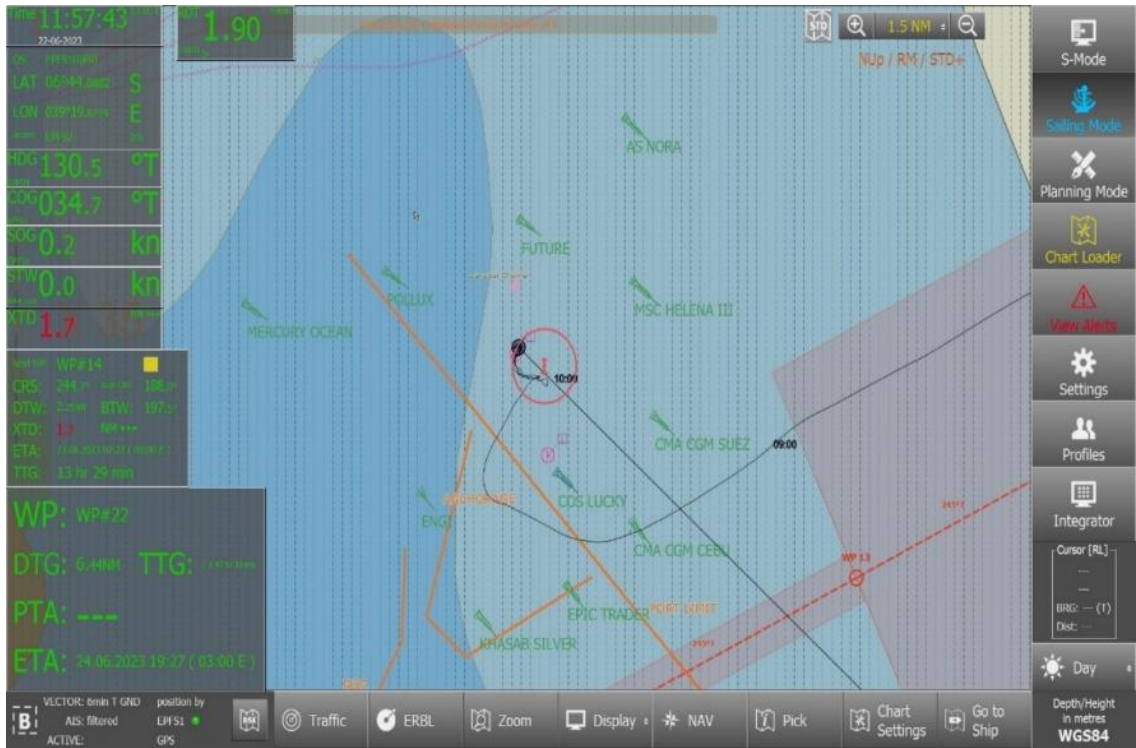


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OOW IN CONSTANT COMMUNICATION WITH CSO & COMPANY EMERGENCY TEAM THRU MS VIDEO DURING THE PIRACY ATTACK



ECDIS SCREENSHOT OF VESSEL POSITION DURING PIRACY ATTACK



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PIRACY ATTACK BEING MONITORED ON CCTV



POST LOOKOUT TO MONITOR MOVEMENT OF THE SUSPECTED CRAFT AND TO CONFIRM IF THEY ARE ARMED



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MASTER AND MSTL MONITOR ON THE RADAR AND ECDIS THE EXACT DISTANCE OF SUSPECTED CRAFT



ARMED GUARD SHOWING FIRE ARM TO PIRATES AS A WARNING



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ARMED GUARD IN FIRING STANCE (IF NEEDED TO ENGAGE)



ALL CREW WHO ARE NOT MEMBER OF THE BRIDGE TEAM ASSEMBLE IN UPPER DECK



2023 SHIP/SHORE SECURITY DRILL

NON-ESSENTIAL CREW INSIDE STEERING GEAR ROOM IN CASE PIRATE WILL COME ON BOARD



MASTER CONDUCTED DE-BRIEFING AFTER THE DRILL ON THE BRIDGE TO ALSO LET THE ARMED GUARDS PARTICIPATE.



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Brief minutes of drill

Ship time (UTC +3)

Date: 22 June 2023

Singapore Time	Party	Remarks
1601	Vessel	Master call CSO using VSAT and informed him that vessel is ready for the drill.
1602	Vessel	Master called the 24hour emergency number using VSAT +65 (0) 663 21380
1602	Vessel	Vessel at Anchor in Dar Es Salaam anchorage no. 1 in position LAT: 06-44.2S Long. 039-20E implementing security measures as per BMP5.
1603	Vessel	While maintaining Anchor watch, OOW observed 2 small targets on Radar 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.
1606	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
1609	Vessel	Master informed Company and provides initial information regarding attack.
1610	Company	Top Management informed
1611	Vessel	OOW informed Port Control and other ships in the vicinity via VHF on piracy attack and request for possible assistance.
1612	Vessel	Fire pump started and fire hoses were activated along ship side. All accommodation doors close from the inside. Ship's whistle sounded to attract more attention on nearby vessel especially Navy Patrol boats.
1612	Vessel	SSAS activated.
1614	Vessel	Master informed UKMTO
1615	Company	CSO received SSAS piracy message.
1621	Company	INITIAL report sent

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1622	Company	ERC set up in office
1625	Company	Crisis management team activated in company through MS TEAMS
1627	Company	SITREP 1 sent
1630	Company	Media holding statement uploaded
1630	Vessel	Dar Es Salaam Port control informed vessel that Navy Patrol boat is dispatch to intercept suspected Pirate boat Sitrep 2 sent thru email to CSO.
1635	Company	SITREP 2 sent
1636	Vessel	Armed Guard showing Fire Arms to approaching Pirate. They are in position on bridge wings.
1637	Vessel	Non duty crew proceed safely inside Steering Gear room.
1638	Vessel	Navy Patrol boat about 6 NM from vessel. Skiffs change direction and speed away from the vessel.
1639	Company	SITREP 3 sent
1644	Vessel	Port control informed and Navy patrol dispatched ETA 30min
1645	Vessel	4 people in each boat has firearms, 1 nautical mile away from vessel maintaining distance
1645	Company	SITREP 4 sent
1647	Company	Master informed to save VDR data
1653	Vessel	Armed guards are displaying their firearms to the skiffs and they started to change directions to 0.5 miles
1656	Vessel	Naval boat is 6 miles away and skiffs started moving away
1657	Company	SITREP 5 sent
1700	Vessel	Drill called off by CSO.
1700-1715	CSO / Master	De-briefing carried out on company and vessel side.
1715	Vessel	Vessel sends MPA security incident form.

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Note: All SITREPS (1-5) 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.
- 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

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- 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.

➤ **Findings:**

- IT team was not informed in time to control wifi onboard, standby in case of MS Team disruption and checking onboard CCTV footage

➤ **Suggestions for improvement:**

- BMP5 contacts to be posted in steering gear room

➤ **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

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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 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.</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>

Re 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 SPARROWHAWK
IMO number	9712656
• Date / Time of call from vessel:	22 June 2023 / 1607 hrs Singapore time
Who contacted the Office:	Master
• Description of Incident:	Two skiffs with 4 persons in each approaching the vessel suspiciously
• Location of incident on board:	Vessel anchored at DAR ES SALAAM anchorage
• Any injuries / casualties:	None
• Damages:	None
• Date / Time of incident on board:	22 June 2023 / 1607 hrs Singapore time
• Ship's position:	DAR ES SALAAM anchorage no. 1
• Course	NA
• Speed	NA
• Cargo On-board and quantity:	1000 MT/Urea
• Bunker quantity on board:	500
• Any Oil Spill:	None
• Approx Quantity spilt over board:	NA
• Next Port and distance	Not yet known
<u>Weather conditions:</u>	
• Wind:	10 Knots
• Direction :	NW
• Speed (Beaufort):	
• Sea:	Slight
• Direction	

• Height (m)

0.3m

Reminder: Master/Office to follow the relevant contingency plan

Felicia Hong - GSM SG

From: Felicia Hong - GSM SG
Sent: Thursday, 22 June 2023 5:01 PM
To: GSH Global Emergencies
Subject: DRILL DRILL DRILL SITREP No.5 (FINAL)



FOLLOW UP SITUATION REPORT

Ship Name:	IVS SPARROWHAWK
SITREP No:	05 (FINAL)
Date and Time (UTC) of situation report:	22 June 2023 / 1657hrs
<u>Summary / Update of the incident</u>	
Update of the incident	The Navy team is 6 nautical miles away, always constantly in contact with the vessel. Skiffs have started moving away from the vessel.
Information received from:	Master
Number/Details of Casualties:	NA
Damage:	NA
Any external assistance required:	NA
Authorities Involved:	Port state control / UKMTO/ MSCHOA/ Navy Team
Emergency Services Involved:	NA
Response Services Involved:	NA
Company Emergency Response Activities:	ERC ACTIVATED
Press Media Coverage	INFORMED MTI
Press Response:	NA
<u>Report Sheet Issued By:</u>	
Name:	Felicia Hong
Title:	Marine Administrator
Contact Details:	97773875

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

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

From: Felicia Hong - GSM SG <feliciah@grindrodshipping.com>

Sent: Thursday, June 22, 2023 4:56 PM

To: GSH Global Emergencies <globalerc@grinship.global>

Subject: DRILL DRILL DRILL SITREP No.4



FOLLOW UP SITUATION REPORT

Ship Name:	IVS SPARROWHAWK
SITREP No:	04
Date and Time (UTC) of situation report:	22 June 2023 / 1645hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Skiffs 5 cables from the vessel, armed guards showed the weapons and the boat started to steer away from vessel. Crew mustered in the steering gear room .
Information received from:	Master
Number/Details of Casualties:	NA
Damage:	NA
Any external assistance required:	NA
Authorities Involved:	Port state control / UKMTO/ MSCHOA/ Navy Team
Emergency Services Involved:	NA
Response Services Involved:	NA
Company Emergency Response Activities:	ERC ACTIVATED
Press Media Coverage	INFORMED MTI
Press Response:	NA
<u>Report Sheet Issued By:</u>	
Name:	Felicia Hong
Title:	Marine Administrator
Contact Details:	97773875

Kind Regards,

Felicia Hong

Grindrod Shipping Pte. Ltd.

200 Cantonment Road

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✉ feliciah@grindrodshipping.com

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From: Felicia Hong - GSM SG**Sent:** Thursday, June 22, 2023 4:50 PM**To:** 'globalerc@grindrodshipping.com' <globalerc@grindrodshipping.com>**Subject:** DRILL DRILL DRILL SITREP No.3**FOLLOW UP SITUATION REPORT**

Ship Name:	IVS SPARROWHAWK
SITREP No:	03
Date and Time (UTC) of situation report:	22 June 2023 / 1639hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Port state control informed, Navy patrol being dispatched approaching ETA 30 mins. 4 people on each skiffs with weapons 1 nautical away from the vessel. Crew instructed by the Master to proceed to Emergency steering gear room. IT and crewing has been informed of the situation. Crew brief not to send photos or other communications to the media. Saved the VDR data onboard.
Information received from:	Master
Number/Details of Casualties:	NA
Damage:	NA
Any external assistance required:	NA
Authorities Involved:	Port state control / UKMTO/ MSCHOA
Emergency Services Involved:	NA
Response Services Involved:	NA
Company Emergency Response Activities:	NA
Press Media Coverage	INFORMED MTI
Press Response:	NA
<u>Report Sheet Issued By:</u>	
Name:	Felicia Hong
Title:	Marine Administrator

Contact Details:

97773875

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

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From: Felicia Hong - GSM SG**Sent:** Thursday, June 22, 2023 4:44 PM**To:** 'globalerc@grindrodshipping.com' <globalerc@grindrodshipping.com>**Subject:** DRILL DRILL DRILL SITREP No.2**FOLLOW UP SITUATION REPORT**

Ship Name:	IVS SPARROWHAWK
SITREP No:	02
Date and Time (UTC) of situation report:	22 June 2023 / 1635hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Armed guards are in position ready, crews already mustered on upper deck fire pumps activated. Fire hoses rigged.
Information received from:	Master
Number/Details of Casualties:	NA
Damage:	NA
Any external assistance required:	NA
Authorities Involved:	Port state control / UKMTO/ MSCHOA
Emergency Services Involved:	NA
Response Services Involved:	NA
Company Emergency Response Activities:	ERC ACTIVATED
Press Media Coverage	INFORMED MTI
Press Response:	NA
<u>Report Sheet Issued By:</u>	

Name:	Felicia Hong
Title:	Marine Administrator
Contact Details:	97773875

Kind Regards,

Felicia Hong

Grindrod Shipping Pte. Ltd.

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✉ feliciah@grindrodshipping.com

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From: Felicia Hong - GSM SG

Sent: Thursday, June 22, 2023 4:36 PM

To: 'globalerc@grindrodshipping.com' <globalerc@grindrodshipping.com>

Subject: DRILL DRILL DRILL SITREP No.1



FOLLOW UP SITUATION REPORT

Ship Name:	IVS SPARROWHAWK
SITREP No:	01
Date and Time (UTC) of situation report:	22 June 2023 / 1627hrs
<u>Summary / Update of the incident</u>	
Update of the incident	All crew on standby on upper deck for further instructions, armed guards onboard being alerted. All doors secured. Fire pumps started, sea water coming out.
Information received from:	Master
Number/Details of Casualties:	NA
Damage:	NA
Any external assistance required:	NA
Authorities Involved:	Port state control / UKMTO/ MSCHOA
Emergency Services Involved:	NA
Response Services Involved:	NA
Company Emergency Response Activities:	NA

Press Media Coverage	MEDIA INFORMED
Press Response:	NA
<u>Report Sheet Issued By:</u>	
Name:	Felicia Hong
Title:	Marine Administrator
Contact Details:	97773875

Kind Regards,

Felicia Hong

Grindrod Shipping Pte. Ltd.

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✉ feliciah@grindrodshipping.com

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Maritime and Port Authority of Singapore

Shipping Division
 460 Alexandra Road mTower #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 e.g. Robbery, Hijack, Missing, Lost contact etc:
2. Date & time of Incident (Local Time):
3. Location of Incident:

B Ship's details:

1	Ship's Name	-	
2	Call sign	-	
3	IMO number	-	
4	MMSI number	-	
5	INMARSAT IDs	-	
6	Type of ship	-	
7	Flag State	-	
8	Gross Tonnage	-	
9	Company/Agent/Owner	-	

Position of Ship

1	Latitude	-	
2	Longitude	-	
3	Name of the area – Place/Port, territorial sea, port waters, anchorage, high seas etc	-	
4	Activity of Ship - While sailing, at anchor or at berth etc	-	
5	ISPS Security Level of Ship prior to attack	-	
6	Last Port of Call and Next Port of Call	-	

D Details of Victims

Victim	Nationality	Sex / Age	Designation on board	Injury

E Items Stolen

Description of item	Estimated value of item

F Brief description of attack based on information from coastal state authorities / ship / ship owner / 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.

Event Media Holding Statement Example

Thursday, 22 June 2023 2:25 pm

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

Media Holding Statement

To be released once approved by Grindrod Shipping Senior Management

Ship's Name	IVS SPARROWHAWK
IMO number	9712656
• Date / Time of call from vessel:	22 June 2023 / 1607 hrs Singapore time
Who contacted the Office:	Master
• Description of Incident:	Two skiffs with 4 persons in each approaching the vessel suspiciously
• Location of incident on board:	Vessel anchored at DAR ES SALAAM anchorage
• Any injuries / casualties:	None
• Damages:	None
• Date / Time of incident on board:	22 June 2023 / 1607 hrs Singapore time
• Ship's position:	DAR ES SALAAM anchorage no. 1
• Course	NA
• Speed	NA
• Cargo On-board and quantity:	1000 MT/Urea
• Bunker quantity on board:	500
• Any Oil Spill:	None
• Approx Quantity spilt over board:	NA
• Next Port and distance	Not yet known
<u>Weather conditions:</u>	
• Wind:	10 Knots
• Direction :	NW
• Speed (Beaufort):	
• Sea:	Slight
• Direction	
• Height (m)	0.3m

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