

# **SHIP/SHORE SECURITY DRILL**

## **2024 ANNUAL EXERCISE**

**DATE: 19 APRIL 2024**

<b>Vessel name:</b>	<b>IVS PHOENIX</b>	<b>Date:</b>	<b>19 APRIL 2024</b>
<b>Position</b>	<b>Arabian Sea</b>		
<b>Time from:</b>	<b>1430 hrs Singapore time</b>	<b>Time to:</b>	<b>1530 hrs Singapore time</b>

**REVIEWED AND APPROVED BY COMPANY SECURITY OFFICER**

**CAPT K. RAJARAMAN**

## ➤ **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).

## ➤ **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.

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 at 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.

➤ **PARTIES INVOLVED:**

LEVEL OF INVOLVEMENT

- Ship and office staff.

- Charterers / owners / flag state / Operators / Agents / Media / UK P&I club / UKMTO / MSCHOA / Classification society etc was played within office.
- Contact details as provided in the company emergency communication page, BMP5 and OneNote.

➤ **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 sailing in Arabian sea bound to Singapore from port Jebel Ali and security measures implemented as per BMP5.

- Razor Wires
- Fire Hoses rigged
- Addition Lookout posted in Navigation Bridge
- Accommodation Lockdown

While sailing about 600 NM east of Socotra, 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 approaching vessels.

Crafts starts approaching vessel with high speed and using binoculars ship staff sighted 4 armed personnel on the crafts with weapons in their hands.

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. Master increased ship's speed to full.

Vessel activates SSAS INDICATING SECURITY DRILL (ADDRESSED ONLY TO COMPANY)

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

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.

The armed personnel in the boats/skiffs fired the gunshots in the air and kept approaching the vessel. Master tried zig zag manoeuvre to dissuade the pirate attempts, but the pirates managed to get alongside the vessel. Master announced crew to muster in the steering gear room except bridge team, take head count and keep the citadel doors ready closing.

Pirates managed to hook the ladder to ship side. Seeing the pirates climbing on the ladder, master ordered to evacuate the bridge and stop the engine. All crew evacuated to steering gear room and secured it against entry of the pirates.

### **Brief minutes of drill**

#### **Drill events**

Singapore times

19/04/2024	Event Details - IVS PHOENIX	Action
1435	DPA receive initial message from master on piracy attack	RK
1452	Master Informed ships in vicinity	MSTR
1453	2 Targets approaching vessel	MSTR
1454	Masters Incident report sent	MSTR
1455	Hilton has been informed for owners/charterer	RS
1456	Initial report sent	RK
1456	Fire pump spraying on ship side to deter skiff	MSTR
1457	SSAS msg rcv 1449hrs	RK
1457	UK P&I, flag state, UMTO, Ambrey, media company - all parties informed	RS

1458	Gunshots heard in the air and keep approaching. Vessel at maximum speed.	MSTR
1459	Crew going to starboard and to maneuver with zig zag movements	MSTR
1459	IT team informed	ZD
1500	Crewing dept informed	WK
1501	Master and all crew Proceeding to muster at safe mustering room - doing headcount	MSTR
1502	Mike - told to stop the engines	MA
1503	Pirates hooked up ladder to vessel and boarding	MSTR
1504	Raja - distress button and rush to the steering gear room and lock themselves in plus to take as many walkie talkies and leaving bridge now	RK
1505	Brendon - to contact UMTO	BG
1505	Raja - contact indian navy for assistance if any ships in the area	RK
1508	Flag state, UMTO, P&I Club, Ambrey, media company – informed about pirates attack	RS
1506	Media holding statement updated and sent	RK
1514	MRCC Mumbai, Indian Navy, UKMTO informed about pirates boarding the vessel and crew evacuation to steering gear room/strong room	RS
1518	Flag state, UMTO, P&I Club, Ambrey, media company – informed about pirates boarding the vessel and crew evacuation to steering gear room/strong room	RS
1530	Drill is over	

Note: Initial report and SITREPS (1-3) 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 raised and discussed:

➤ **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.

➤ **Findings and Suggestions for improvement:**

	Findings	Target date	Completed date
1.	The contingency plan is to be improved for the action to be taken by Master at different stage of the pirates approach/attack and when pirate on board	30 June 2024	
2.	Status of the generators / emergency generator / machinery at different stages of the piracy attack	30 June 2024	
3.	One Engineer assigned to put emergency generator on manual & Trip the fuel oil shut off valve. (Should be put back to auto when all is clear from any suspicious craft in vicinity)	30 June 2024	
4.	Steering gear room environment will not be conducive for all crew as refuge during piracy.	To discuss	
5.	Cutting torches and grinding machines secured in the citadel.	Before HRA	

➤ **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.
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

**Attachments:**

Shipboard drill and photo

Initial and SITREPS

External Notifications

SSAS test

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



**RAZOR WIRES RIGGED AROUND "A DECK" FOR ADDITIONAL PROTECTION**



**DUMMIES POSITIONED ON “A DECK” AFT**



**SMALL CRAFT OBSERVE APPROACHING OWN VESSEL**



**CSO INFORMED BY MASTER OF THE POSSIBLE PIRACY ATTACK  
(VIA COMPANY 24HRS EMERGENCY HOTLINE)**



**MASTER ACTIVATED SSAS**





**MASTER REPORT TO MRCC BY GMDSS**



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



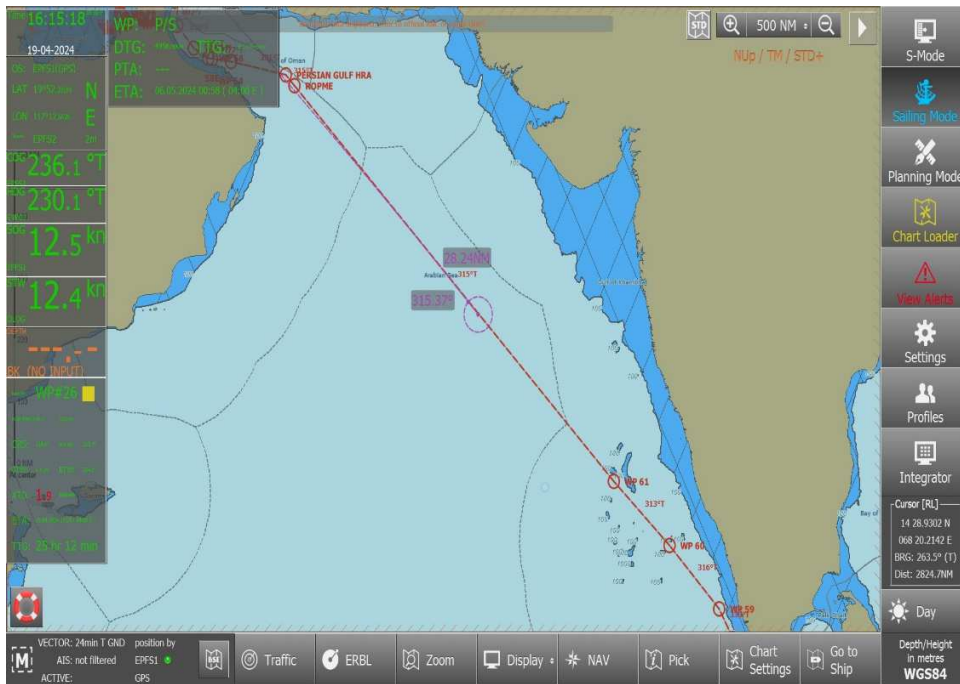
**EMERGENCY FIRE PUMP ACTIVATED WITH FIRE HOSES RIGGED OUTSIDE TO DISCOURAGE PIRATE GOING ON BOARD**



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

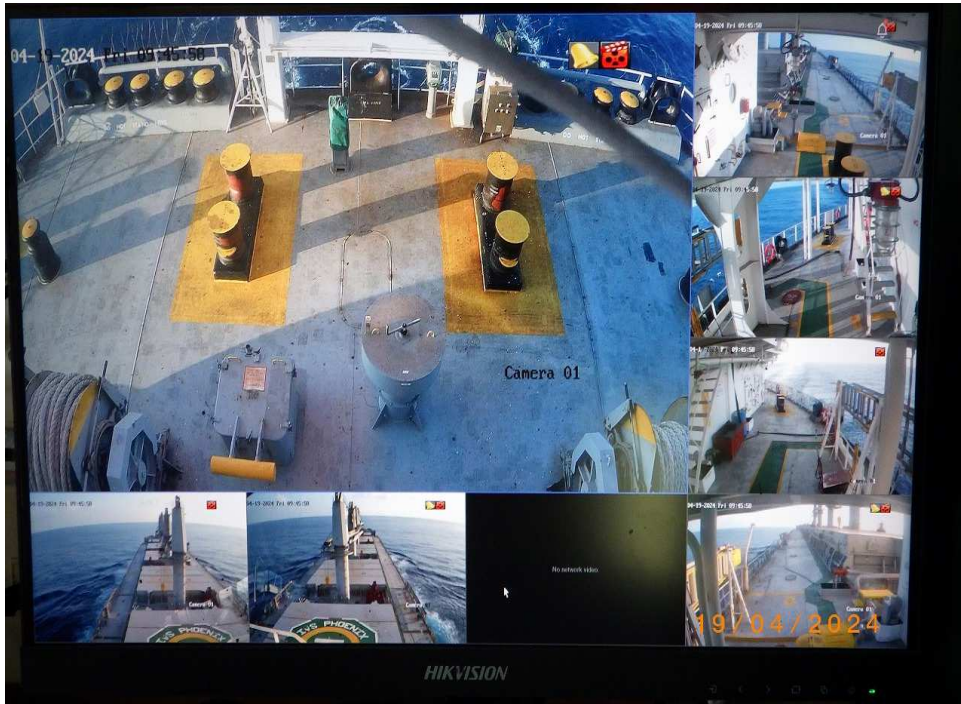


## ECDIS SCREENSHOT OF VESSEL POSITION DURING PIRACY ATTACK





**PIRACY ATTACK BEING MONITORED ON CCTV**



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





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



## SHIP/SHORE SECURITY DRILL

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



**MASTER CONDUCTED DE-BRIEFING AFTER THE DRILL ON THE BRIDGE**



## Felicia Hong

---

**From:** Felicia Hong  
**Sent:** Friday, 19 April 2024 3:22 PM  
**To:** GSH Global Emergencies  
**Subject:** DRILL DRILL DRILL SITREP FINAL



### FOLLOW UP SITUATION REPORT

<b>Ship Name:</b>	IVS PHOENIX
<b>SITREP No:</b>	Final
<b>Date and Time (UTC) of situation report:</b>	19 April 2024 1515hrs
<b><u>Summary / Update of the incident</u></b>	
<b>Update of the incident</b>	Crew mustered in the steering gear room, and awaiting the help from indian navy.
<b>Information received from:</b>	Captain
<b>Number/Details of Casualties:</b>	NIL
<b>Damage:</b>	NIL
<b>Any external assistance required:</b>	INDIAN NAVY
<b>Authorities Involved:</b>	MRCC/UKMTO
<b>Emergency Services Involved:</b>	NIL
<b>Response Services Involved:</b>	NIL
<b>Company Emergency Response Activities:</b>	NIL
<b>Press Media Coverage</b>	NAVIGATE RESPONSE UPDATED
<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>	63230048

Thank you & Best Regards,  
Felicia Hong

  
For and on behalf of Owners as Agents only.

**Island View Shipping Services**

1 Temasek Avenue

#10-02 Millenia Tower Singapore 039192

DID: +65 66321384 | Mobile: +65 97773875

Email: [feliciah@ivs-services.com](mailto:feliciah@ivs-services.com)**From:** Felicia Hong <FeliciaH@ivs-services.com>**Sent:** Friday, April 19, 2024 3:14 PM**To:** GSH Global Emergencies <globalerc@grindrodshipping.com>**Subject:** DRILL DRILL DRILL SITREP No.2**FOLLOW UP SITUATION REPORT**

<b>Ship Name:</b>	IVS PHOENIX
<b>SITREP No:</b>	2
<b>Date and Time (UTC) of situation report:</b>	19 April 2024 1503hrs
<b><u>Summary / Update of the incident</u></b>	
<b>Update of the incident</b>	Stop the generator and engine now, all crews proceed to the steering gear room. Distress button activated.
<b>Information received from:</b>	Captain
<b>Number/Details of Casualties:</b>	NIL
<b>Damage:</b>	NIL
<b>Any external assistance required:</b>	NIL
<b>Authorities Involved:</b>	FLAG STATE / INDIAN MRCC
<b>Emergency Services Involved:</b>	INDIAN NAVY INFORMED
<b>Response Services Involved:</b>	UKMTO / MSCHOA
<b>Company Emergency Response Activities:</b>	ARMED GUARDS
<b>Press Media Coverage</b>	NAVIGATE RESPONSE INFORMED
<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>	63230048

Thank you &amp; Best Regards,

Felicia Hong



For and on behalf of Owners as Agents only.

**Island View Shipping Services**

1 Temasek Avenue

#10-02 Millenia Tower Singapore 039192

DID: +65 66321384 | Mobile: +65 97773875

Email: [feliciah@ivs-services.com](mailto:feliciah@ivs-services.com)

## Felicia Hong

---

**From:** Felicia Hong  
**Sent:** Friday, 19 April 2024 3:01 PM  
**To:** globalerc@grindrodshipping.com  
**Subject:** DRILL DRILL DRILL SITREP No.1



### FOLLOW UP SITUATION REPORT

<b>Ship Name:</b>	IVS PHOENIX
<b>SITREP No:</b>	1
<b>Date and Time (UTC) of situation report:</b>	19 April 2024 1435hrs
<b><u>Summary / Update of the incident</u></b>	
<b>Update of the incident</b>	Piracy Attack - 2 suspicious targets approaching the vessel
<b>Information received from:</b>	Master
<b>Number/Details of Casualties:</b>	NIL
<b>Damage:</b>	NIL
<b>Any external assistance required:</b>	NIL
<b>Authorities Involved:</b>	MRCC
<b>Emergency Services Involved:</b>	NIL
<b>Response Services Involved:</b>	NIL
<b>Company Emergency Response Activities:</b>	NIL
<b>Press Media Coverage</b>	Navigate response informed
<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>	63230048

Thank you & Best Regards,  
Felicia Hong

 **ISLAND VIEW  
SHIPPING SERVICES**  
For and on behalf of Owners as Agents only.

**Island View Shipping Services**

1 Temasek Avenue

#10-02 Millenia Tower Singapore 039192

DID: +65 66321384 | Mobile: +65 97773875

Email: [feliciah@ivs-services.com](mailto:feliciah@ivs-services.com)

## Rajesh Sharma

---

**From:** Rajesh Sharma  
**Sent:** Friday, 19 April 2024 3:18 pm  
**To:** GSH Global Emergencies  
**Cc:** Grindrod Ship Management - Technical; IVS PHOENIX - MASTER  
**Subject:** RE: SECURITY = DRILL DRILL DRILL

To: Flag State Marshal Island ([Dutyofficer@register-iri.com](mailto:Dutyofficer@register-iri.com))  
To: UMTO ([watchkeepers@ukmto.org](mailto:watchkeepers@ukmto.org))  
To: UK P&I Club ([neil.beckwith@thomasmiller.com](mailto:neil.beckwith@thomasmiller.com))  
To: Media Company ([operations@navigatorresponse.com](mailto:operations@navigatorresponse.com))  
To: Ambrey ([guardian@ambrey.com](mailto:guardian@ambrey.com))

This is DRILL DRILL DRILL

Pirates have boarded the vessel. Crew has taken shelter in the steering gear room which is strong room.

We are awaiting external help.

Kind Regards,

Rajesh Sharma  
Marine Superintendent, Alt. DPA/CSO

 **ISLAND VIEW**  
**SHIPPING SERVICES**  
For and on behalf of Owners as Agents only.

### Island View Shipping Services

1 Temasek Avenue  
#10-02 Millenia Tower Singapore 039192  
DID: +65 6632 1393 | Mobile: +65 9777 8773  
Email: [RajeshS@ivs-services.com](mailto:RajeshS@ivs-services.com)

---

**From:** Rajesh Sharma <[RajeshS@ivs-services.com](mailto:RajeshS@ivs-services.com)>  
**Sent:** Friday, April 19, 2024 3:08 PM  
**To:** GSH Global Emergencies <[globalerc@grindrodshipping.com](mailto:globalerc@grindrodshipping.com)>  
**Cc:** Grindrod Ship Management - Technical <[Technical@grindrodshipman.com](mailto:Technical@grindrodshipman.com)>; IVS PHOENIX - MASTER <[ivsphoenix.master@ivsfleet.com](mailto:ivsphoenix.master@ivsfleet.com)>  
**Subject:** FW: SECURITY = DRILL DRILL DRILL

To: Flag State Marshal Island ([Dutyofficer@register-iri.com](mailto:Dutyofficer@register-iri.com))  
To: UMTO ([watchkeepers@ukmto.org](mailto:watchkeepers@ukmto.org))  
To: UK P&I Club ([neil.beckwith@thomasmiller.com](mailto:neil.beckwith@thomasmiller.com))  
To: Media Company ([operations@navigatorresponse.com](mailto:operations@navigatorresponse.com))  
To: Ambrey ([guardian@ambrey.com](mailto:guardian@ambrey.com))



This is DRILL DRILL DRILL

Please refer below initial report, vessel is presently under pirates attack in Arabian Sea. We will keep you updated.

Kind Regards,

Rajesh Sharma  
Marine Superintendent, Alt. DPA/CSO



**Island View Shipping Services**  
1 Temasek Avenue  
#10-02 Millenia Tower Singapore 039192  
DID: +65 6632 1393 | Mobile: +65 9777 8773  
Email: [RajeshS@ivs-services.com](mailto:RajeshS@ivs-services.com)

---

**From:** Rajaraman Krishnamoorthy <[RajaramanK@ivs-services.com](mailto:RajaramanK@ivs-services.com)>  
**Sent:** Friday, April 19, 2024 2:53 PM  
**To:** GSH Global Emergencies <[globalerc@grindrodshipping.com](mailto:globalerc@grindrodshipping.com)>  
**Subject:** SECURITY = DRILL DRILL DRILL

## **Emergency Response Initial Report:**

<b>Ship's Name</b>	IVS Phoenix
<b>IMO number</b>	9774862
<ul style="list-style-type: none"><li><b>Date / Time of call from vessel:</b></li></ul>	19 apr 2024 / 1435
<b>Who contacted the Office:</b>	Mster
<ul style="list-style-type: none"><li><b>Description of Incident:</b></li></ul>	PIRACY ATTACK / ARABIAN SEA
<ul style="list-style-type: none"><li><b>Location of incident on board:</b></li></ul>	DECK

<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>	NIL
<ul style="list-style-type: none"> <li>• <b>Date / Time of incident on board:</b></li> </ul>	1433 LT
<ul style="list-style-type: none"> <li>• <b>Ship's position:</b></li> </ul>	16 55 N , 067 43 E
<ul style="list-style-type: none"> <li>• <b>Course</b></li> </ul>	315
<ul style="list-style-type: none"> <li>• <b>Speed</b></li> </ul>	11.7
<ul style="list-style-type: none"> <li>• <b>Cargo On-board and quantity:</b></li> </ul>	SILICA IN BAGS / 36277.9 MT
<ul style="list-style-type: none"> <li>• <b>Bunker quantity on board:</b></li> </ul>	VLSFO -595.7 MT / LSMGO 107.9 MT
<ul style="list-style-type: none"> <li>• <b>Any Oil Spill:</b></li> </ul>	NIL
<ul style="list-style-type: none"> <li>• <b>Approx Quantity spilt over board:</b></li> </ul>	NIL
<ul style="list-style-type: none"> <li>• <b>Next Port and distance</b></li> </ul>	JEBEL ALI / 1085 NM

**Weather conditions:** ( ATTACHED SCREENSHOT FROM PODIUM)

Weather for 20° 09' 24.20" N 117° 43' 28.69" E								
19 Apr 2024 - 24 Apr 2024								
Date	18 Apr		19 Apr		20 Apr		21 Apr	
Time	15:00	12:00	15:00	12:00	15:00	12:00	15:00	12:00
Wind Direction	→	↘	↓	↙	↙	↖	↗	→
Wind Speed (kts)	6.54	8.2	6.5	6.24	3.7	0.44	4.07	1.8
Significant Height of Swell Waves (m)	0.43	0.75	0.61	0.56	0.66	0.75	0.75	0.5
Current Direction	↑	↑	↑	↑	↑	↑	↑	↑
Current Speed (kts)	0.43	0.63	0.59	0.39	0.34	0.41	0.24	0.2
Visibility (km)	24.13	24.14	24.14	24.13	24.13	24.13	24.13	24.1
Direction of Swell Waves	→	→	→	↙	↙	↙	↙	↘
Air Temperature at 2m	27.21	27.5	27.12	27.81	27.4	27.75	27.33	28.0
Wind Wave Direction	-	-	-	-	-	-	-	-
Air Pressure	1010.79	1009.31	1009.79	1008.99	1009.78	1010.51	1010.58	1009.7
Relative Humidity (%)	73.2	76.4	77.4	78.4	79.4	76.5	79.4	70.0
Total Precipitation (mm)	0	0.06	0.06	0.06	0.13	0.19	0.44	0.4
Surface Temperature (°C)	28.91	28.62	28.6	28.75	28.7	29.9	-	29.0
TotalCloudCoverPercentage	16.7	0.7	0	3.2	0.4	40.2	1.4	95.0
Wind Wave Height (m)	-	-	-	-	-	-	-	-

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

Best Regards,  
 Capt K. Rajaraman  
 DPA /CSO/HSEQ MANAGER



For and on behalf of Owners as Agents only.

**Island View Shipping Services**  
 1 Temasek Avenue  
 #10-02 Millenia Tower Singapore 039192  
 DID: +65 6632 1396 | Mobile: +65 9777 1521  
 Email: [rajaramank@ivs-services.com](mailto:rajaramank@ivs-services.com)

## Rajesh Sharma

---

**From:** Rajesh Sharma  
**Sent:** Friday, 19 April 2024 3:14 pm  
**To:** GSH Global Emergencies  
**Cc:** Grindrod Ship Management - Technical  
**Subject:** FW: SECURITY = DRILL DRILL DRILL

To: Indian MRCC ([mrcc-west@indiancoastguard.nic.in](mailto:mrcc-west@indiancoastguard.nic.in))  
To: Indian Navy  
To: UMTO

This is DRILL DRILL DRILL

Refer below report, Pirates have boarded the vessel and crew have mustered in the strong room steering.

We have no contact with the vessel.

Kind Regards,

Rajesh Sharma  
Marine Superintendent, Alt. DPA/CSO

 **ISLAND VIEW  
SHIPPING SERVICES**  
For and on behalf of Owners as Agents only.

**Island View Shipping Services**  
1 Temasek Avenue  
#10-02 Millenia Tower Singapore 039192  
DID: +65 6632 1393 | Mobile: +65 9777 8773  
Email: [RajeshS@ivs-services.com](mailto:RajeshS@ivs-services.com)

---

**From:** Rajaraman Krishnamoorthy <[RajaramanK@ivs-services.com](mailto:RajaramanK@ivs-services.com)>  
**Sent:** Friday, April 19, 2024 2:53 PM  
**To:** GSH Global Emergencies <[globalerc@grindrodshipping.com](mailto:globalerc@grindrodshipping.com)>  
**Subject:** SECURITY = DRILL DRILL DRILL

## Emergency Response Initial Report :

<b>Ship's Name</b>	IVS Phoenix
<b>IMO number</b>	9774862

<ul style="list-style-type: none"> <li>• <b>Date / Time of call from vessel:</b></li> </ul>	19 apr 2024 / 1435
<b>Who contacted the Office:</b>	Mster
<ul style="list-style-type: none"> <li>• <b>Description of Incident:</b></li> </ul>	PIRACY ATTACK / ARABIAN SEA
<ul style="list-style-type: none"> <li>• <b>Location of incident on board:</b></li> </ul>	DECK
<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>	NIL
<ul style="list-style-type: none"> <li>• <b>Date / Time of incident on board:</b></li> </ul>	1433 LT
<ul style="list-style-type: none"> <li>• <b>Ship's position:</b></li> </ul>	16 55 N , 067 43 E
<ul style="list-style-type: none"> <li>• <b>Course</b></li> </ul>	315
<ul style="list-style-type: none"> <li>• <b>Speed</b></li> </ul>	11.7
<ul style="list-style-type: none"> <li>• <b>Cargo On-board and quantity:</b></li> </ul>	SILICA IN BAGS / 36277.9 MT

<ul style="list-style-type: none"> <li>• <b>Bunker quantity on board:</b></li> </ul>	VLSFO -595.7 MT / LSMGO 107.9 MT																																																																																																																																																																																												
<ul style="list-style-type: none"> <li>• <b>Any Oil Spill:</b></li> </ul>	NIL																																																																																																																																																																																												
<ul style="list-style-type: none"> <li>• <b>Approx Quantity spilt over board:</b></li> </ul>	NIL																																																																																																																																																																																												
<ul style="list-style-type: none"> <li>• <b>Next Port and distance</b></li> </ul>	JEBEL ALI / 1085 NM																																																																																																																																																																																												
<p><b>Weather conditions:</b> ( ATTACHED SCREENSHOT FROM PODIUM)</p>	<table border="1"> <thead> <tr> <th colspan="9">Weather for 20° 09' 24.20" N 117° 43' 28.69" E</th> </tr> <tr> <th colspan="9">19 Apr 2024 - 24 Apr 2024</th> </tr> <tr> <th>Date</th> <th colspan="2">18 Apr</th> <th colspan="2">19 Apr</th> <th colspan="2">20 Apr</th> <th colspan="2">21 Apr</th> <th>22 Apr</th> </tr> <tr> <th>Time</th> <th>15:00</th> <th>12:00</th> <th>15:00</th> <th>12:00</th> <th>15:00</th> <th>12:00</th> <th>15:00</th> <th>12:00</th> <th>15:00</th> </tr> </thead> <tbody> <tr> <td>Wind Direction</td> <td>→</td> <td>↘</td> <td>↓</td> <td>↙</td> <td>↙</td> <td>↖</td> <td>↖</td> <td>↗</td> <td>→</td> </tr> <tr> <td>Wind Speed (kts)</td> <td>6.54</td> <td>8.2</td> <td>6.5</td> <td>6.24</td> <td>3.7</td> <td>0.44</td> <td>4.07</td> <td>1.8</td> <td>1.8</td> </tr> <tr> <td>Significant Height of Swell Waves (m)</td> <td>0.43</td> <td>0.75</td> <td>0.61</td> <td>0.56</td> <td>0.66</td> <td>0.75</td> <td>0.75</td> <td>0.5</td> <td>0.5</td> </tr> <tr> <td>Current Direction</td> <td>↑</td> <td>↑</td> <td>↑</td> <td>↑</td> <td>↑</td> <td>↑</td> <td>↑</td> <td>↑</td> <td>↑</td> </tr> <tr> <td>Current Speed (kts)</td> <td>0.43</td> <td>0.63</td> <td>0.59</td> <td>0.39</td> <td>0.34</td> <td>0.41</td> <td>0.24</td> <td>0.2</td> <td>0.2</td> </tr> <tr> <td>Visibility (km)</td> <td>24.13</td> <td>24.14</td> <td>24.14</td> <td>24.13</td> <td>24.13</td> <td>24.13</td> <td>24.13</td> <td>24.1</td> <td>24.1</td> </tr> <tr> <td>Direction of Swell Waves</td> <td>→</td> <td>→</td> <td>→</td> <td>↙</td> <td>↙</td> <td>↙</td> <td>↙</td> <td>↘</td> <td>↘</td> </tr> <tr> <td>Air Temperature at 2m</td> <td>27.21</td> <td>27.5</td> <td>27.12</td> <td>27.81</td> <td>27.4</td> <td>27.75</td> <td>27.33</td> <td>26.8</td> <td>26.8</td> </tr> <tr> <td>Wind Wave Direction</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Air Pressure</td> <td>1010.79</td> <td>1009.31</td> <td>1009.79</td> <td>1008.99</td> <td>1009.78</td> <td>1010.51</td> <td>1010.58</td> <td>1009.7</td> <td>1009.7</td> </tr> <tr> <td>Relative Humidity (%)</td> <td>73.2</td> <td>76.4</td> <td>77.4</td> <td>78.4</td> <td>79.4</td> <td>76.5</td> <td>79.4</td> <td>70.4</td> <td>70.4</td> </tr> <tr> <td>Total Precipitation (mm)</td> <td>0</td> <td>0.06</td> <td>0.06</td> <td>0.06</td> <td>0.13</td> <td>0.19</td> <td>0.44</td> <td>0.4</td> <td>0.4</td> </tr> <tr> <td>Surface Temperature (°C)</td> <td>28.91</td> <td>28.62</td> <td>28.6</td> <td>28.75</td> <td>28.7</td> <td>29.9</td> <td>-</td> <td>29.9</td> <td>29.9</td> </tr> <tr> <td>TotalCloudCoverPercentage</td> <td>16.7</td> <td>0.7</td> <td>0</td> <td>3.2</td> <td>0.4</td> <td>40.2</td> <td>1.4</td> <td>95.4</td> <td>95.4</td> </tr> <tr> <td>Wind Wave Height (m)</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table>	Weather for 20° 09' 24.20" N 117° 43' 28.69" E									19 Apr 2024 - 24 Apr 2024									Date	18 Apr		19 Apr		20 Apr		21 Apr		22 Apr	Time	15:00	12:00	15:00	12:00	15:00	12:00	15:00	12:00	15:00	Wind Direction	→	↘	↓	↙	↙	↖	↖	↗	→	Wind Speed (kts)	6.54	8.2	6.5	6.24	3.7	0.44	4.07	1.8	1.8	Significant Height of Swell Waves (m)	0.43	0.75	0.61	0.56	0.66	0.75	0.75	0.5	0.5	Current Direction	↑	↑	↑	↑	↑	↑	↑	↑	↑	Current Speed (kts)	0.43	0.63	0.59	0.39	0.34	0.41	0.24	0.2	0.2	Visibility (km)	24.13	24.14	24.14	24.13	24.13	24.13	24.13	24.1	24.1	Direction of Swell Waves	→	→	→	↙	↙	↙	↙	↘	↘	Air Temperature at 2m	27.21	27.5	27.12	27.81	27.4	27.75	27.33	26.8	26.8	Wind Wave Direction	-	-	-	-	-	-	-	-	-	Air Pressure	1010.79	1009.31	1009.79	1008.99	1009.78	1010.51	1010.58	1009.7	1009.7	Relative Humidity (%)	73.2	76.4	77.4	78.4	79.4	76.5	79.4	70.4	70.4	Total Precipitation (mm)	0	0.06	0.06	0.06	0.13	0.19	0.44	0.4	0.4	Surface Temperature (°C)	28.91	28.62	28.6	28.75	28.7	29.9	-	29.9	29.9	TotalCloudCoverPercentage	16.7	0.7	0	3.2	0.4	40.2	1.4	95.4	95.4	Wind Wave Height (m)	-	-	-	-	-	-	-	-	-
Weather for 20° 09' 24.20" N 117° 43' 28.69" E																																																																																																																																																																																													
19 Apr 2024 - 24 Apr 2024																																																																																																																																																																																													
Date	18 Apr		19 Apr		20 Apr		21 Apr		22 Apr																																																																																																																																																																																				
Time	15:00	12:00	15:00	12:00	15:00	12:00	15:00	12:00	15:00																																																																																																																																																																																				
Wind Direction	→	↘	↓	↙	↙	↖	↖	↗	→																																																																																																																																																																																				
Wind Speed (kts)	6.54	8.2	6.5	6.24	3.7	0.44	4.07	1.8	1.8																																																																																																																																																																																				
Significant Height of Swell Waves (m)	0.43	0.75	0.61	0.56	0.66	0.75	0.75	0.5	0.5																																																																																																																																																																																				
Current Direction	↑	↑	↑	↑	↑	↑	↑	↑	↑																																																																																																																																																																																				
Current Speed (kts)	0.43	0.63	0.59	0.39	0.34	0.41	0.24	0.2	0.2																																																																																																																																																																																				
Visibility (km)	24.13	24.14	24.14	24.13	24.13	24.13	24.13	24.1	24.1																																																																																																																																																																																				
Direction of Swell Waves	→	→	→	↙	↙	↙	↙	↘	↘																																																																																																																																																																																				
Air Temperature at 2m	27.21	27.5	27.12	27.81	27.4	27.75	27.33	26.8	26.8																																																																																																																																																																																				
Wind Wave Direction	-	-	-	-	-	-	-	-	-																																																																																																																																																																																				
Air Pressure	1010.79	1009.31	1009.79	1008.99	1009.78	1010.51	1010.58	1009.7	1009.7																																																																																																																																																																																				
Relative Humidity (%)	73.2	76.4	77.4	78.4	79.4	76.5	79.4	70.4	70.4																																																																																																																																																																																				
Total Precipitation (mm)	0	0.06	0.06	0.06	0.13	0.19	0.44	0.4	0.4																																																																																																																																																																																				
Surface Temperature (°C)	28.91	28.62	28.6	28.75	28.7	29.9	-	29.9	29.9																																																																																																																																																																																				
TotalCloudCoverPercentage	16.7	0.7	0	3.2	0.4	40.2	1.4	95.4	95.4																																																																																																																																																																																				
Wind Wave Height (m)	-	-	-	-	-	-	-	-	-																																																																																																																																																																																				

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

Best Regards,  
Capt K. Rajaraman  
DPA /CSO/HSEQ MANAGER



For and on behalf of Owners as Agents only.

**Island View Shipping Services**

1 Temasek Avenue

#10-02 Millenia Tower Singapore 039192

DID: +65 6632 1396 | Mobile: +65 9777 1521

Email: [rajaramank@ivs-services.com](mailto:rajaramank@ivs-services.com)

## Rajesh Sharma

---

**From:** Rajaraman Krishnamoorthy  
**Sent:** Friday, 19 April 2024 3:06 pm  
**To:** GSH Global Emergencies  
**Subject:** FW: SECURITY = DRILL DRILL DRILL

TO :

INDIAN NAVY

## Emergency Response Initial Report :

<b>Ship's Name</b>	IVS Phoenix
<b>IMO number</b>	9774862
<ul style="list-style-type: none"><li><b>Date / Time of call from vessel:</b></li></ul>	19 apr 2024 / 1435
<b>Who contacted the Office:</b>	Mster
<ul style="list-style-type: none"><li><b>Description of Incident:</b></li></ul>	PIRACY ATTACK / ARABIAN SEA
<ul style="list-style-type: none"><li><b>Location of incident on board:</b></li></ul>	DECK
<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>	NIL
<ul style="list-style-type: none"><li><b>Date / Time of incident on board:</b></li></ul>	1433 LT



<ul style="list-style-type: none"> <li>• <b>Ship's position:</b></li> </ul>	16 55 N , 067 43 E
<ul style="list-style-type: none"> <li>• <b>Course</b></li> </ul>	315
<ul style="list-style-type: none"> <li>• <b>Speed</b></li> </ul>	11.7
<ul style="list-style-type: none"> <li>• <b>Cargo On-board and quantity:</b></li> </ul>	SILICA IN BAGS / 36277.9 MT
<ul style="list-style-type: none"> <li>• <b>Bunker quantity on board:</b></li> </ul>	VLSFO -595.7 MT / LSMGO 107.9 MT
<ul style="list-style-type: none"> <li>• <b>Any Oil Spill:</b></li> </ul>	NIL
<ul style="list-style-type: none"> <li>• <b>Approx Quantity spilt over board:</b></li> </ul>	NIL
<ul style="list-style-type: none"> <li>• <b>Next Port and distance</b></li> </ul>	JEBEL ALI / 1085 NM

**Weather conditions:** ( ATTACHED SCREENSHOT FROM PODIUM)

Weather for 20° 09' 24.20" N 117° 43' 28.69" E

19 Apr 2024 - 24 Apr 2024

Date	18 Apr	19 Apr	20 Apr	21 Apr	22 Apr
Time	15:00	12:00	15:00	12:00	15:00
Wind Direction	→	↘	↓	↙	↖
Wind Speed (kts)	6.54	8.2	6.5	6.24	3.7
Significant Height of Swell Waves (m)	0.43	0.75	0.61	0.56	0.66
Current Direction	↑	↑	↑	↑	↑
Current Speed (kts)	0.43	0.63	0.59	0.39	0.34
Visibility (km)	24.13	24.14	24.14	24.13	24.13
Direction of Swell Waves	→	→	→	↙	↖
Air Temperature at 2m	27.21	27.5	27.12	27.81	27.4
Wind Wave Direction	-	-	-	-	-
Air Pressure	1010.79	1009.31	1009.79	1008.99	1009.78
Relative Humidity (%)	73.2	76.4	77.4	78.4	79.4
Total Precipitation (mm)	0	0.06	0.06	0.06	0.13
Surface Temperature (°C)	28.91	28.62	28.6	28.75	28.7
TotalCloudCoverPercentage	16.7	0.7	0	3.2	0.4
Wind Wave Height (m)	-	-	-	-	-

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

Best Regards,  
 Capt K. Rajaraman  
 DPA /CSO/HSEQ MANAGER



For and on behalf of Owners as Agents only.

**Island View Shipping Services**  
 1 Temasek Avenue  
 #10-02 Millenia Tower Singapore 039192  
 DID: +65 6632 1396 | Mobile: +65 9777 1521  
 Email: [rajaramank@ivs-services.com](mailto:rajaramank@ivs-services.com)

## Rajesh Sharma

---

**From:** Rajaraman Krishnamoorthy  
**Sent:** Friday, 19 April 2024 2:59 pm  
**To:** IVS PHOENIX - MASTER  
**Cc:** Grindrod Ship Management - Technical  
**Subject:** DRILL DRILL DRILL

ACKNOWLEDGED

-----Original Message-----

From: 453850824@satmailc.com <453850824@satmailc.com>  
Sent: Friday, April 19, 2024 2:48 PM  
To: Grindrod Ship Management - SSAS Alerts <dryssas@grindrodshipman.com>  
Subject:

!!!THIS IS A DRILL!!!

---SSAS SECURITY DRILL---

Vessel Name:IVS PHOENIX

Call Sign:V7A4953

MMSI No:538009610

INM No:453850824

IMO No:9774862

SSAS ALERT

SSAS : S5002

LAT:16-55N

LON:067-43E

TIME:19/04/2024 06:30:00UTC

COURSE:315deg

SPD:11.7KN

THIS IS A DRILL

TEST TEST

MES NO,453850824

LAT,N20 02.87,LON,E117 27.00,UTC,19.04.2024 06:46,SOG, 11.2KT,COG,230DEG

Phone: +1-703-620-4880 Fax: +1-703-476-8522 Email: <a href="mailto:marsec@register-iri.com">marsec@register-iri.com</a> <a href="mailto:dutyofficer@register-iri.com">dutyofficer@register-iri.com</a>	<b>REPUBLIC OF THE MARSHALL ISLANDS</b> <b>MARITIME ADMINISTRATOR</b> 11495 Commerce Park Drive Reston, Virginia 20191-1506 USA	THIS SPACE FOR OFFICIAL USE ONLY
---	--	----------------------------------

**REPORT OF ACTS OF PIRACY AND/OR ARMED ROBBERY AGAINST VESSELS**

**INSTRUCTIONS**

- |  |  |
|--|--|
| 1. This form is to be completed to report incidents of piracy/hijacking, armed robbery, illegal boarding, kidnapping, suspicious activity, terrorism, or political activism/sabotage.<br>2. An original of this form shall be submitted to the Maritime Administrator as soon after the occurrence of the incident (attempted or actual).<br>3. This form must be completed in full. Entries which do not relate to a particular case should be indicated as not applicable by inserting the initials "N/A." | 4. This form should be completed by the Master, Ship Security Officer, or Company Security Officer.<br>5. Attach a separate MI-109 Form to this report for each person injured, killed, or incapacitated as a result of this incident. |
|--|--|

**I. VESSEL PARTICULARS / OWNER / ISM/ISPS CODE COMPANY**

1. Vessel Name	
2. Official Number	3. IMO Number
4. ISM/ISPS Code Company Name, Address and Telephone including CSO's and/or DPA's Name, Email and Telephone	
5. Numbers of Crew and Nationality – Leave blank if crew list attached	

**II. ATTACK PARTICULARS / VESSEL POSITION AND STATUS**

6. Type of Attack		
<input type="checkbox"/> Attack Successful	<input type="checkbox"/> Attack thwarted by external forces	<input type="checkbox"/> Attack thwarted by ship's practices
<input type="checkbox"/> Attack aborted	<input type="checkbox"/> Suspicious Activity	
7. Date of Incident	8. Time (UTC)	9. Period of Day <input type="checkbox"/> Day <input type="checkbox"/> Night <input type="checkbox"/> Twilight
10. Geographic Location of Vessel at Time of Incident		
(a) Name of Body of Water if outside of territorial waters (outside 12 nautical miles from shore)		
(b) Name of Coastal State if within territorial waters (within 12 nautical miles from shore)		
(c) Longitude	(d) Latitude	
(e) Last Port of Departure	(f) Date of Departure	
(g) Scheduled Port of Arrival	(h) Date of Expected Arrival	
11. If attacked at anchor - name of anchorage	In port limits Yes No	Security Level
12. If attacked while moored alongside - name of port facility	Security Level	

13. If attacked while underway (a) Heading: <span style="float: right;">Degrees True:</span> (b) Speed: <span style="float: right;">Knots:</span>
<b>III. SHORE / PORT AUTHORITY CONTACT DETAILS</b>
14. Notified applicable authorities (Maritime Administrator, Coastal State, MDAT-GoG, UKMTO, Port Authority, etc.) <input type="checkbox"/> No <input type="checkbox"/> Yes, If Yes, to whom:
15. Reported to Port Facility Security Officer <input type="checkbox"/> No <input type="checkbox"/> Yes    If Yes, name and contact details
16. Actions taken by shore or port authorities e.g., Coastal State, MDAT-GoG, UKMTO, Naval Task Forces, etc.
17. Preferred method of vessel's external communications (SATCOM, Radio, other)
<b>IV. INCIDENT DETAILS</b>
18. Method used by perpetrators to cause the vessel to lay-to and/or embark the vessel
19. Type of weapons used by perpetrators
20. Number of perpetrators involved and duration of attack, type of attack (e.g., attempted/boarded. whether attack was aggressive / violent)
21. Suspected or known identity and description of perpetrators (e.g., dress, physical appearance, language spoken, if known)

22. Details of incident (In addition to above type of small craft and communication equipment please describe: how vessel was approached; how perpetrators boarded vessel; and how perpetrators established control of crew. Attach separate sheets if necessary.)

23. Consequences to crew (During the attack and treatment while perpetrators were onboard - attach separate sheets if necessary.)  
Serious injuries or loss of life?  Yes  No If yes, complete and attach form MI-109-1, Report of Personal Injury or Loss of Life.

24. Post incident consequences and impacts (e.g., Noticeable changes in crew's behavior, morale, damages to the ship (description), items stolen (estimated financial impact), other, etc. - attach separate sheet if necessary.)

25. Incident Prevention & Response Actions (As appropriate address effectiveness of Best Management Practices' (BMP), armed security team, citadel, how crew was internally alerted, use of SSAS, etc. - attach separate sheet if necessary.)

26. Proposed SSP & BMP amendments (Proposed new measures needed to prevent recurrence, i.e., set higher MARSEC level, additional lighting, employment of an armed security team, etc. - attach separate sheet if necessary.)

### V. REPORT

27. Date of Report

28. Submitted by (Print Name)

29. Signature

30. Title

**\*\*\*For Official Use Only\*\*\***

**Case Status: OPEN**

1. Administrator Recommendations:

2. ISPS Code Failure?      Yes      No

3. If yes, are the proposed preventive/corrective measures noted in #24 and #25 acceptable?      Yes      No

4. Additional Comments (if necessary):

---

Deputy Commissioner of Maritime Affairs  
Republic of the Marshall Islands



Ship's Name :	M.V IVS PHOENIX
Date / Time :	19 APRIL 2024 / 1430LT - 1530LT
Location :	ARABIAN SEA - UNDERWAY TO JEBEL ALI
Weather :	Cloudy Skies / Mod. Breeze / Mod. Sea

Note:

1. Include all trainings and drills conducted on board in this report.
2. For reflective learning and learning engagement tools include Location, Facilitator, Number of attendees, Team action and Management follow up in Record of events section.

**Drill/Training Type**

Ship Shore Security Exercise

**Record of Events:**

1430LT- Master call CSO using VSAT and informed him that vessel was ready for the drill.

1431LT- Master called the 24hour emergency number using VSAT +65 (0) 663 21380

1432LT- Vessel was underway at Arabian Sea - Lat. 16-55N; Long. 067-43E implementing security measures as per BMP5.

1433LT- While maintaining Navigational Watch, OOW observe 2 small targets on Radar approaching towards own vessel. Master was immediately informed and called up on the bridge by the watch keeping officer after he finds out 2 suspicious crafts in the vicinity. Craft starts approaching vessel with high speed and using binoculars, ship staff sighted 4 armed personnel on each craft with fire weapons in their hands.

1435LT- Master assesses the situation and raises general emergency alarm and calls all crew for Mustering in upper deck alleyway by PA System. Master initiates Contingency Response Plan.

1437LT- Master informed Company and provides initial information regarding attack.

1447LT- OOW informed Port Control and other ships in the vicinity via VHF on piracy attack and requested for possible assistance. Master increased ship's speed to full.

1447LT- SSAS activated.

1448LT- Master informed UKMTO

1450LT- Crisis management team activated in company through MS TEAMS

1454LT- 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.

1459LT- The armed personnel in the boats/skiffs fired the gunshots in the air and kept approaching the vessel.

1500LT- Master tried zig zag manoeuvre to deter the pirate attempts, but the pirates with high-speed boats managed to get alongside the vessel. Master announced to keep the citadel doors ready for closing.

1502LT- Confirmed non-duty crew proceed safely inside Steering Gear room.

1505LT- Pirates managed to hook the ladder to ship side. While the pirates climbing on the ladder, master ordered to evacuate the bride team and stop the engine. Sitrep 3 sent thru email to CSO.





1506LT- Engine stopped / All bridge equipment shut down

1510LT- All crew including Master evacuated to steering gear room and secured it against entry of the pirates.


1515LT- Drill called off by CSO

**Debriefing** (Evaluation/Feedback/Suggestions for improvement/Identification of training needs etc):


1515-1530- De-briefing carried out on company and vessel side. Overall objectives of the drill were found satisfactory. Crew and officers have gained additional knowledge in the ship shore procedure during piracy attack.

**Completion of Training** (if identified during debriefing):

Drill completed: 1530H / 19 April 2024

  
Capt. Angel R. Macapagong  
Master's Name/Signature

MV IVS PHOENIX	
OFF No. :	9610
IMO No. :	9774862
POB :	MAJURO
GRT :	34582
DWT :	19663
Power :	7800Kw

  
CNO Roi Emmanuel D. Verastigue  
Deck Officer's Name/Signature