



2025 ANNUAL EXERCISE

DATE: 12 MAR 2025

Vessel name:	IVS GLENEAGLES	Date:	12 MAR 2025
Position	West Coast of Africa – Underway to Cotonou, Benin LAT. 14-46.9N; LONG. 018-30.4 W		
Time from:	1530 SGT	Time to:	1700 SGT

REVIEWED AND APPROVED BY COMPANY SECURITY OFFICER

CAPT K. RAJARAMAN

2025 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).

2025 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
- Test the Ship's ability to communicate internally, and externally to the CSO
- Test the CSO and company's ability to manage an emergency, 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 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.

2025 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 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 telephone number, as obtained from the "Emergency Communication chart". 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
- 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.

2025 SHIP/SHORE SECURITY DRILL

➤ **PARTIES INVOLVED:**

LEVEL OF INVOLVEMENT

- Ship and office staff.
- Charterers / Owners / MPA / Operators / Agents / Media / UK P&I club / MDAT-GoG / Classification society / H&M / Port state etc was played within office.

➤ **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 underway West African coast and implementing security measures as per BMP5.

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

Look out & OOW notice 3 fast approaching skiffs with 4 to 5 persons on each skiff with long firearms about 5NM from vessel. The OOW immediately activated general alarm, made broadcast to nearest coast station and vessels in the vicinity that vessel is under Pirate attack.

The Master activated SSAS and contingency plan as per SSP. All hardening materials were already in place before entering VRA.

The Master established contact with the Company, MDAT-GoG & Ambrey guardian.

2025 SHIP/SHORE SECURITY DRILL

Though the vessel had implemented ship protection measures like rigging razor wires, taking evasive manoeuvres and rigging pressurised hose on ship side, the skiffs managed to get close to vessel and 3 armed men boarded vessel.

All crew assembled safely in the CITADEL, M/E was stopped and communication established with CSO using Iridium Phone.

Pirates attempted to breach the CITADEL but failed to do so. The pirates then decided to disembark from the vessel empty handed.

Ambrey security personnel arrived on board and confirmed that the pirates had left vessel. The CSO calls the Master and informs that vessel is safe and the crew can vacate the citadel.

The vessel then resumed her voyage with all crew safe and sound and without any damage to vessel.

➤ 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 numbers and contact numbers for UKMTO, MSCHOA , MDAT 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
- Master also stressed the importance of all staff to muster at safe muster point within very short time

2025 SHIP/SHORE SECURITY DRILL

CSO informed Master that while transiting in HRA, vessel will be at security level 1 but maintain level 2 measures as per SSP.

➤ FINDINGS / COMMENTS / SUGGESTION FOR IMPROVEMENT

➤ Comments:

Overall objectives of the drill were found satisfactory.

The ISPS requirements of testing the following were found satisfactory:

- Communications
- Coordination
- Resource Availability
- Response

SSAS was tested and found satisfactory.

Newly received Iridium phone 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:

- Crewing manager was unwell and there was no substitute. Henceforth a crewing assistant will be involved during drills / actual emergencies
- Reporting requirements required by RISK group was done by Incident manager.

➤ Suggestions for improvement:

Presently many vessels are not provided with Citadel. Only safe muster room is provided for assembling the crew. Also, Iridium phone is not provided on many vessels.

The Company to consider providing Iridium phone and additional steel doors for securing the safe muster room prior transiting HRA.

2025 SHIP/SHORE SECURITY 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 / safe muster room
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	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?	Yes	The Company will supply Iridium phones to vessels prior transiting ports in West Africa. Any best practice identified shall be implemented in the fleet.



**SAFETY, HEALTH, ENVIRONMENT AND QUALITY
MANAGEMENT SYSTEM**

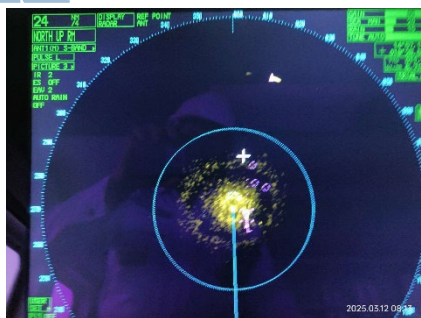
PICTURE SUBMISSION FORM

Reporting Forms Manual

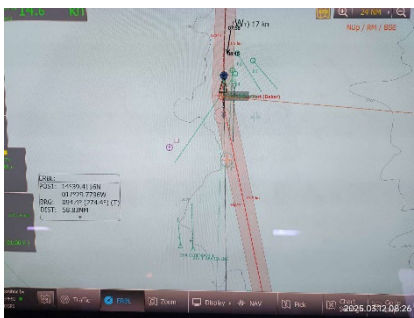
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Date: 20-Nov-23
Rev No. 10.0
Appr: BMM

VESSEL : IVS GLENEAGLES DATE : 12 March 2025

AREA /
LOCATION : West Coast of Africa – Underway to Cotonou, Benin



OOW observed some intermittent targets on radar



Targets as shown on ECDIS.
OOW request to confirm with look-out through visual



Look-out confirmed 3 skiffs approaching from port quarter with armed persons onboard



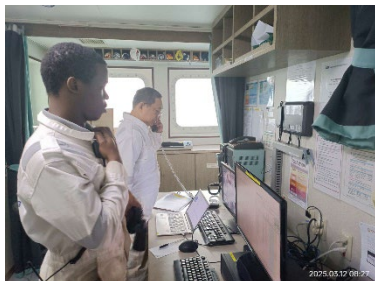
OOW sounded general alarm, instructions were given to all non-essential crew to proceed to upper deck & conduct mustering



All non-essential crew in the upper deck awaiting further instructions from bridge



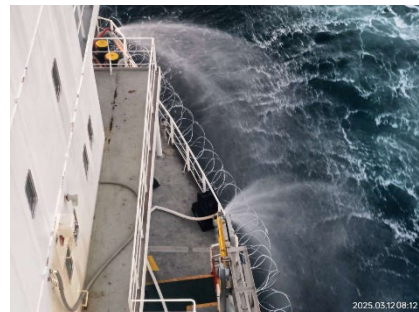
All non-essential crew in the upper deck awaiting further instructions from bridge



Master on the bridge, took the con & inform ER to increase to maximum speed



Manual hand steering engaged / vessel running on full speed



Activated fire pump for water spray on deck



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Activated fire pump for water spray on deck



Activated fire pump for water spray on deck



Activated fire pump for water spray on deck



SSO confirmed all external access locked from the inside



SSO confirmed all external access locked from the inside



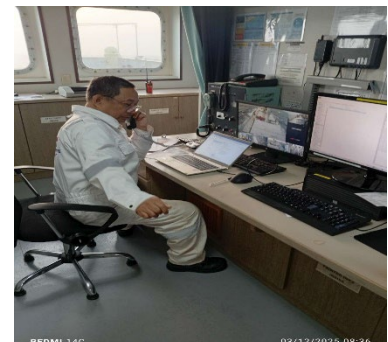
SSO confirmed all external access locked from the inside



SSAS activated



SSAS activated



Initial phone call to MDAT-GoG, Ambrey Guardian & CSO



OOW broadcast "Mayday" call on VHFCH16 & MF/HF – vessel under pirate attack



OOW broadcast "Mayday" call on VHFCH16 & MF/HF – vessel under pirate attack



OOW made distress call on DSC



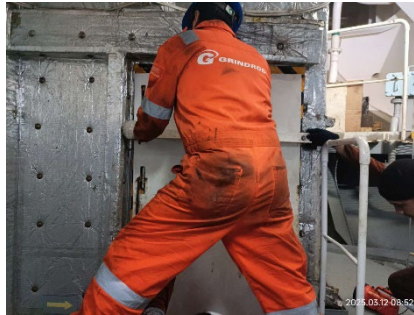
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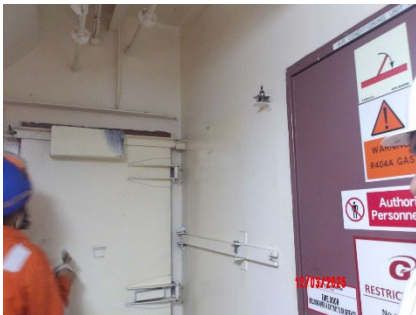
Master ordered crew to proceed to citadel & install reinforced steel doors to block all access to citadel



Master ordered crew to proceed to citadel & install reinforced steel doors to block all access to citadel



Master ordered crew to proceed to citadel & install reinforced steel doors to block all access to citadel



Reinforced steel doors installed by crew on **UPPER DECK** / "Duress code" implemented



Reinforced steel doors installed by crew on **STEERING GEAR** / "Duress code" implemented



Reinforced steel doors installed by crew on **EMER. ESCAPE TRUNK** / "Duress code" implemented



All none duty crew in citadel



All none duty crew in citadel



Succeeding phone calls to CSO plus simulated call only to MDAT-GoG & Ambrey Guardian



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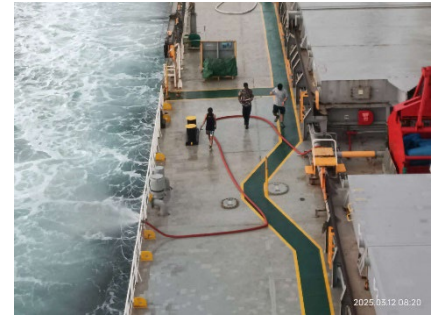
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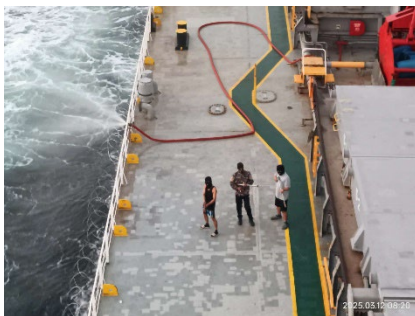
Zigzag manoeuvres carried out by Master exposing skiffs to sea & waves



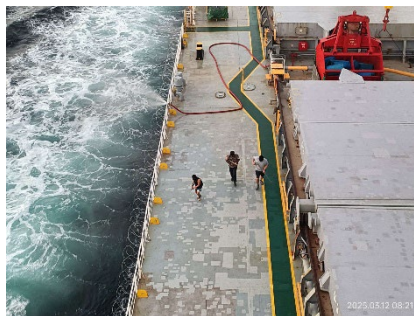
Zigzag manoeuvres carried out by Master exposing skiffs to sea & waves



3 armed managed to come onboard



3 armed managed to come onboard



3 armed managed to come onboard



Master informed E/R to slow down then STOP ME



All crew on CITADEL with Master on telephone call with CSO using IRIDIUM Phone on battery power.




Master communicated with company using iridium telephone in the citadel



Master reported to company all crew are safe in the citadel / SHIP to SHORE EXERCISE completed.



	<p><i>SAFETY, HEALTH, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</i></p> <p>PICTURE SUBMISSION FORM</p> <p>Reporting Forms Manual</p>	<p>Form: 5.2.1D Page: 5 of 5 Date: 20-Nov-23 Rev No. 10.0 Appr: BMM</p>
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Felicia Hong

From: Rajaraman Krishnamoorthy
Sent: Wednesday, 12 March 2025 15:56
To: GSH Global Emergencies
Subject: DRILL DRILL DRILL : Test SSAS Alert From Vessel IVS Gleneagles

SSAS ALERT RECEIVED

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

From: Podium5 SSAS Alerts <noreply@alerts.podium5.com>
Sent: Wednesday, March 12, 2025 3:41 PM
To: IVS RISK <risk@ivs-services.com>
Subject: Test SSAS Alert From Vessel IVS Gleneagles

Dear RISK,

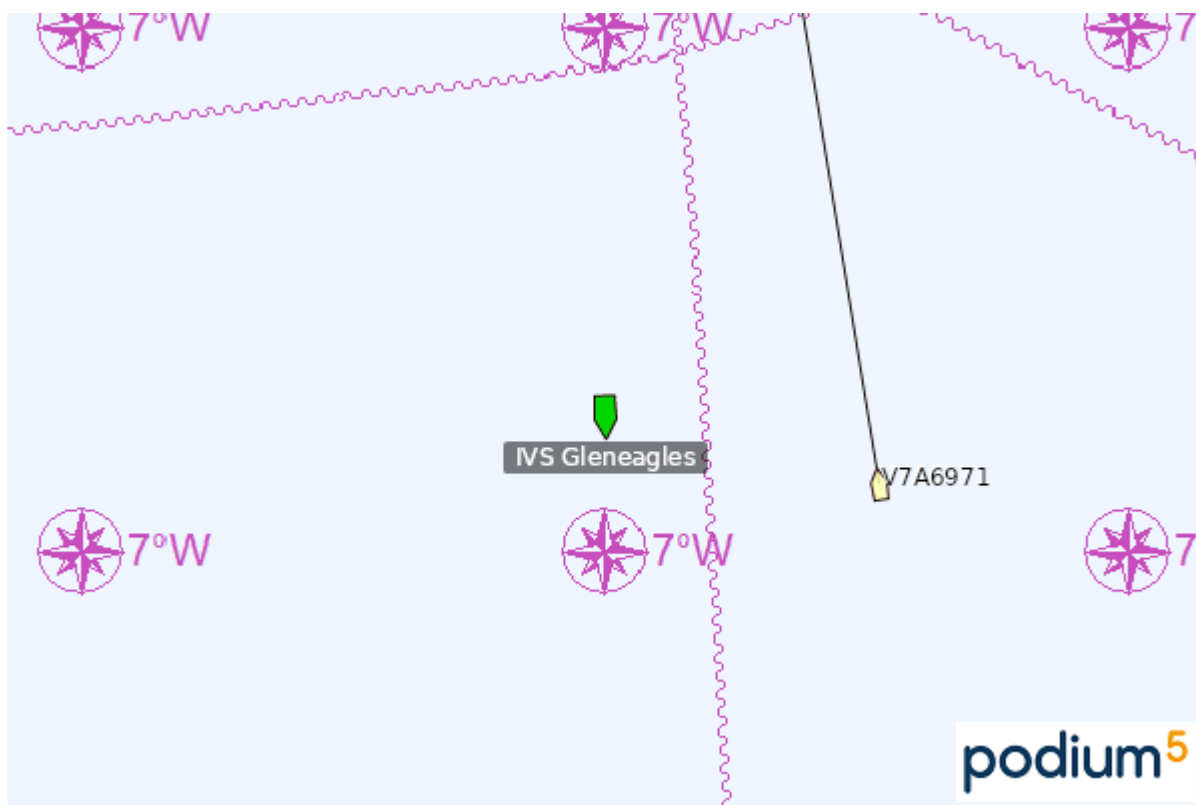
PLEASE BE ADVISED THAT WE HAVE RECEIVED A SSAS TEST ALERT FROM YOUR VESSEL "IVS Gleneagles" (IMO: 9736066). DETAILS FOLLOW:

This alert is sent as the result of a hardware test procedure carried out aboard the vessel, so is most likely to be intended as a **SYSTEMS TEST ONLY**. However, if in any doubt please contact the vessel directly to confirm.

Vessel History



Last Position Detail



Closest AIS Traffic

Vessel Name	Call Sign	Position	Distance
IVS GLENEAGLES	9V3775	14° 45' 13" N 018° 30' 01" W	0.0 nm
AL WAKRAH	V7A5142	14° 44' 11" N 018° 28' 17" W	2.0 nm
LOS ANGELES SPIRIT	C6CC8	15° 01' 39" N 018° 25' 15" W	17.1 nm
VIVIT ARABIA LNG	5LBB7	14° 19' 51" N 018° 35' 13" W	25.9 nm

DIMITRIOS	C6EZ4	15° 08' 55" N 018° 16' 16" W	27.2 nm
EVA OLDENDORFF	D5KJ8	14° 15' 45" N 018° 37' 11" W	30.4 nm
BOSTON	V7A4946	14° 45' 04" N 017° 57' 59" W	31.0 nm
GREENWING	V7A2556	15° 09' 02" N 019° 05' 55" W	42.1 nm
MEDI CABOTO	5LSO4	14° 21' 24" N 017° 54' 14" W	42.1 nm
FORESTER	5IM506	14° 51' 33" N 017° 42' 37" W	46.3 nm

Summary

Vessel Name	IVS Gleneagles
Vessel Name From Alert	UNKNOWN
Report Description	SSAS Alert - Test
Report Time	2025-03-12 07:37:43Z
Terminal ID	456394510

Position

Latitude	14° 45' 16" N
Longitude	018° 30' 01" W
Course	178 °
Speed	14.0 kn

Nearest Port

Name	Dakar
Country	Senegal
Latitude	14° 40' 39" N
Longitude	017° 25' 13" W
Bearing from Vessel	094 °
Distance from Vessel	63.0 nm

Vessel Details

IMO	9736066
MMSI	563945000
Call Sign	9V3775
Type	Bulk Carrier
Flag State	Singapore
Owner	IVS BULK 3693 Pte., Ltd.
Master's Contact Number	ivsgleneagles.master@grindrod fleet.com; +1 9049 006 643 / +1 9049 006 642
CSO's Contact Number	UNKNOWN

Weather Forecast

Wind Direction	008 °
Wind Speed	17.4 kn
Air Temp	20.2 °C
Sea Temp	20.3 °C
Rel Humidity	83.69999694824219 %
MSL Pressure	1015.5 hPa
Cloud Cover	24.700000762939453 %
Precipitation	0 mm
Primary Wave Direction	354 °

Wind Wave Direction	357 °
Wind Wave Period	6.6 s
Wind Wave Height	1.5 m
Significant Height of Combined Wind and Swell Waves	2.3 m
Swell Direction	352 °
Swell Period	13.4 s
Swell Height	1.6 m
Ocean Current Direction	218 °
Ocean Current Speed	0.5 kn

Report Recipients

Email	madsw@ivs-services.com
Email	ssas@ambrey.com
Email	rajeshs@ivs-services.com
Email	risk@ivs-services.com
SMS	+6597778773
SMS	+447985976028

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/>

[37473]

Felicia Hong

From: Rajesh Sharma
Sent: Wednesday, 12 March 2025 15:57
To: GSH Global Emergencies
Subject: IVS Gleneagles - Security Incident - DRILL DRILL DRILL

THIS IS A DRILL

To: P&I Club
To: Hull Insurance company

Good Day

Please refer initial report regarding security incident, 3 skiffs approaching the vessel. Master has activated the contingency plan.
We will keep you updated of the situation.

Emergency Response Initial Report : DRILL DRILL DRILL

Ship Name	IVS GLENEAGLES
<ul style="list-style-type: none">Date / Time of call from vessel:	12 MAR 2025 / 1732
Who contacted the Office:	MASTER
<ul style="list-style-type: none">Description of Incident:	SECURITY INCIDENT
<ul style="list-style-type: none">Location of incident on board:	OFF Dakar / 60 NM FROM SHORE
<ul style="list-style-type: none">Any injuries / casualties:	NIL
<ul style="list-style-type: none">Damages:	NIL
<ul style="list-style-type: none">Date / Time of incident on board:	12 MAR 2025 / 0733 UTC
<ul style="list-style-type: none">Ship's position:	OFF DAKAR / LAT 14-46°N; LONG 18-30°W
<ul style="list-style-type: none">Course	168

• Speed	14.7 KTS
• Cargo On-board and quantity:	36,746 mt Clinker Cement in Bulk
• Bunker quantity on board:	VLSFO: 1321.7 MT ; LSMGO: 54.9 MT
• Any Oil Spill:	NIL
• Approx Quantity spilt over board:	nil
• Next Port and distance	COTONOU / ETA 17 march / 1669 NM
<u>Weather conditions:</u> (upload from podium)	

Weather for 15° 18' 12.01" N 018° 44' 48.86" W

Date

12 Mar 2025 - 17 Mar 2025

Date	11 Mar	12 Mar		13 Mar	
Time	15:00	12:00	15:00	12:00	15:00
TotalCloudCoverPercentage	5.9	5.7	9.1	0.8	0
Wind Speed (kts)	15.43	20.44	18.42	16.4	14.79
Current Speed (kts)	0.28	0.26	0.35	0.48	0.53
Current Direction	↓	↓	↓	↘	↓
Relative Humidity (%)	81.9	82.3	77.7	80	81.2
Surface Temperature (°C)	21.16	20.93	21.08	20.9	21.05
Wind Direction	↑	↑	↑	↑	↑
Air Temperature at 2m	19.85	20.05	20.03	19.88	20.16
Air Pressure	1014.13	1016.51	1013.19	1014.72	1011.7
Significant Height of Swell Waves (m)	1.86	1.57	1.44	1.03	0.99
Wind Wave Height (m)	1.47	1.73	1.83	1.66	1.52
Wind Wave Direction	359.88	359.97	1.22	359.66	0.3
Visibility (km)	24.14	24.14	24.13	24.14	24.13
Total Precipitation (mm)	0	0	0	0	0
Direction of Swell Waves	↑	↑	↑	↖	↖

Kind Regards

Capt@Rajesh Sharma

DPA/CSO



TAMAR
SHIP MANAGEMENT

Hong Kong

1 Temasek Avenue, 10-02 Millenia Tower, 039192, Singapore

DID: +65 6632 1393 | Mobile: +65 9777 8773

Email: RajeshS@ivs-services.com

For and on behalf of Owners as Agents only

Felicia Hong

From: Rajesh Sharma
Sent: Wednesday, 12 March 2025 16:11
To: Kevin Grant Leach-Smith
Cc: GSH Global Emergencies; Martin Henry - IVSS; Hilton Stroebel
Subject: RE: IVS Gleneagles - Security Incident - DRILL DRILL DRILL
Attachments: Drill Drill Drill IVS GLENEAGLES - SITREP THREE

THIS IS A DRILL

To: Owners
To: Charterers via Owners

Hi Kevin

Attached SITREPS, pirates have boarded the vessel, all crew has mustered in the Citadel (Steering gear), we have informed Navigate for handling the Media inquiries and Ambrey for assistance.

Kind Regards
Capt. Rajesh Sharma
DPA/CSO



TAMAR

SHIP MANAGEMENT Hong Kong

1 Temasek Avenue, 10-02 Millenia Tower, 039192, Singapore
DID: +65 6632 1393 | Mobile: +65 9777 8773
Email: RajeshS@ivs-services.com
For and on behalf of Owners as Agents only

From: Rajesh Sharma
Sent: Wednesday, 12 March 2025 15:50 pm
To: Kevin Grant Leach-Smith <KevinLS@ivs-int.com>
Cc: GSH Global Emergencies <globalerc@ivs-services.com>; Martin Henry - IVSS <MartinH@ivs-services.com>; Hilton Stroebel <hiltontons@ivs-services.com>
Subject: IVS Gleneagles - Security Incident - DRILL DRILL DRILL

THIS IS A DRILL

To: Owners
To: Charterers via Owners

Hi Kevin

Please refer initial report regarding security incident, 3 skiffs approaching the vessel. Master has activated the contingency plan.
We will keep you updated.

Emergency Response Initial Report : DRILL DRILL DRILL

Ship Name	IVS GLENEAGLES
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• Date / Time of call from vessel:	12 MAR 2025 / 1732
Who contacted the Office:	MASTER
• Description of Incident:	SECURITY INCIDENT
• Location of incident on board:	OFF Dakar / 60 NM FROM SHORE
• Any injuries / casualties:	NIL
• Damages:	NIL
• Date / Time of incident on board:	12 MAR 2025 / 0733 UTC
• Ship's position:	OFF DAKAR / LAT. 14-46.9N; LONG. 018-30.4 W
• Course	168
• Speed	14.0 KTS
• Cargo On-board and quantity:	36,746 mt Clinker Cement in Bulk
• Bunker quantity on board:	VLSFO: 1321.117 MT ; LSMGO: 54.951 MT
• Any Oil Spill:	NIL
• Approx Quantity spilt over board:	nil
• Next Port and distance	COTONOU / ETA 17 march / 1669 NM

Weather conditions: (upload from podium)

Weather for 15° 18' 12.01" N 018° 44' 48.86" W					
Date 12 Mar 2025 - 17 Mar 2025					
Date	11 Mar	12 Mar		13 Mar	
Time	15:00	12:00	15:00	12:00	15:00
TotalCloudCoverPercentage	5.9	5.7	9.1	0.8	0
Wind Speed (kts)	15.43	20.44	18.42	16.4	14.79
Current Speed (kts)	0.28	0.26	0.35	0.48	0.53
Current Direction	↘	↘	↘	↘	↘
Relative Humidity (%)	81.9	82.3	77.7	80	81.2
Surface Temperature (°C)	21.16	20.93	21.08	20.9	21.05
Wind Direction	↑	↑	↑	↑	↑
Air Temperature at 2m	19.85	20.05	20.03	19.88	20.16
Air Pressure	1014.13	1016.51	1013.19	1014.72	1011.7
Significant Height of Swell Waves (m)	1.86	1.57	1.44	1.03	0.99
Wind Wave Height (m)	1.47	1.73	1.83	1.66	1.52
Wind Wave Direction	359.88	359.97	1.22	359.66	0.3
Visibility (km)	24.14	24.14	24.13	24.14	24.13
Total Precipitation (mm)	0	0	0	0	0
Direction of Swell Waves	↑	↑	↑	↖	↖

Kind Regards

Capt. Rajesh Sharma

DPA/CSO



TAMAR

SHIP MANAGEMENT Hong Kong

1 Temasek Avenue, 10-02 Millenia Tower, 039192, Singapore

DID: +65 6632 1393 | Mobile: +65 9777 8773

Email: RajeshS@ivs-services.com

For and on behalf of Owners as Agents only

Felicia Hong

From: Rajaraman Krishnamoorthy
Sent: Wednesday, 12 March 2025 15:45
To: GSH Global Emergencies
Cc: Felicia Hong
Subject: DRILL DRILL DRILL - INITIAL NOTIFICATION - IVS GLENEAGLES

Good day

IVS GLENEAGLES reported a security incident.

Please find initial report.

Emergency Response Initial Report : DRILL DRILL DRILL

Ship Name	IVS GLENEAGLES
○ Date / Time of call from vessel:	12 MAR 2025 / 1732
Who contacted the Office:	MASTER
○ Description of Incident:	SECURITY INCIDENT
○ Location of incident on board:	OFF Dakar / 60 NM FROM SHORE
○ Any injuries / casualties:	NIL

○ Damages:	NIL
○ Date / Time of incident on board:	12 MAR 2025 / 0733 UTC
○ Ship's position:	OFF DAKAR / LAT. 14-46.9N; LONG. 018-30.4 W
○ Course	168
○ Speed	14.0 KTS
○ Cargo On-board and quantity:	36,746 mt Clinker Cement in Bulk
○ Bunker quantity on board:	VLSFO: 1321.117 MT ; LSMGO: 54.951 MT
○ Any Oil Spill:	NIL
○ Approx Quantity spilt over board:	nil
○ Next Port and distance	COTONOU / ETA 17 march / 1669 NM

Weather conditions: (upload from podium)																																																																																																							
	<div><div>Weather for 15° 18' 12.01" N 018° 44' 48.86" W</div><div><div>Date</div><div>12 Mar 2025 - 17 Mar 2025</div></div><table><tr><th>Date</th><th>11 Mar</th><th colspan="2">12 Mar</th><th colspan="2">13 Mar</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></tr><tr><td>TotalCloudCoverPercentage</td><td>5.9</td><td>5.7</td><td>9.1</td><td>0.8</td><td>0</td></tr><tr><td>Wind Speed (kts)</td><td>15.43</td><td>20.44</td><td>18.42</td><td>16.4</td><td>14.79</td></tr><tr><td>Current Speed (kts)</td><td>0.28</td><td>0.26</td><td>0.35</td><td>0.48</td><td>0.53</td></tr><tr><td>Current Direction</td><td>↓</td><td>↓</td><td>↓</td><td>↘</td><td>↓</td></tr><tr><td>Relative Humidity (%)</td><td>81.9</td><td>82.3</td><td>77.7</td><td>80</td><td>81.2</td></tr><tr><td>Surface Temperature (°C)</td><td>21.16</td><td>20.93</td><td>21.08</td><td>20.9</td><td>21.05</td></tr><tr><td>Wind Direction</td><td>↑</td><td>↑</td><td>↑</td><td>↑</td><td>↑</td></tr><tr><td>Air Temperature at 2m</td><td>19.85</td><td>20.05</td><td>20.03</td><td>19.88</td><td>20.16</td></tr><tr><td>Air Pressure</td><td>1014.13</td><td>1016.51</td><td>1013.19</td><td>1014.72</td><td>1011.73</td></tr><tr><td>Significant Height of Swell Waves (m)</td><td>1.86</td><td>1.57</td><td>1.44</td><td>1.03</td><td>0.99</td></tr><tr><td>Wind Wave Height (m)</td><td>1.47</td><td>1.73</td><td>1.83</td><td>1.66</td><td>1.52</td></tr><tr><td>Wind Wave Direction</td><td>359.88</td><td>359.97</td><td>1.22</td><td>359.66</td><td>0.3</td></tr><tr><td>Visibility (km)</td><td>24.14</td><td>24.14</td><td>24.13</td><td>24.14</td><td>24.13</td></tr><tr><td>Total Precipitation (mm)</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Direction of Swell Waves</td><td>↑</td><td>↑</td><td>↑</td><td>↖</td><td>↖</td></tr></table></div>	Date	11 Mar	12 Mar		13 Mar		Time	15:00	12:00	15:00	12:00	15:00	TotalCloudCoverPercentage	5.9	5.7	9.1	0.8	0	Wind Speed (kts)	15.43	20.44	18.42	16.4	14.79	Current Speed (kts)	0.28	0.26	0.35	0.48	0.53	Current Direction	↓	↓	↓	↘	↓	Relative Humidity (%)	81.9	82.3	77.7	80	81.2	Surface Temperature (°C)	21.16	20.93	21.08	20.9	21.05	Wind Direction	↑	↑	↑	↑	↑	Air Temperature at 2m	19.85	20.05	20.03	19.88	20.16	Air Pressure	1014.13	1016.51	1013.19	1014.72	1011.73	Significant Height of Swell Waves (m)	1.86	1.57	1.44	1.03	0.99	Wind Wave Height (m)	1.47	1.73	1.83	1.66	1.52	Wind Wave Direction	359.88	359.97	1.22	359.66	0.3	Visibility (km)	24.14	24.14	24.13	24.14	24.13	Total Precipitation (mm)	0	0	0	0	0	Direction of Swell Waves	↑	↑	↑	↖	↖
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Best Regards,
Capt K. Rajaraman
DPA /CSO/HSEQ MANAGER

 **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 1396 | Mobile: +65 9777 1521

Email: rajaramank@ivs-services.com

Felicia Hong

From: Rajesh Sharma
Sent: Wednesday, 12 March 2025 15:54
To: GSH Global Emergencies
Subject: IVS Gleneagles - Security Incident - DRILL DRILL DRILL

THIS IS A DRILL

To: Navigate Response – Media Company

Good Day

Please refer initial report regarding security incident, 3 skiffs approaching the vessel. Master has activated the contingency plan.

Please be prepared for the media statement and handling the media inquiries.

We will keep you updated.

Emergency Response Initial Report : DRILL DRILL DRILL

Ship Name	IVS GLENEAGLES
<ul style="list-style-type: none">Date / Time of call from vessel:	12 MAR 2025 / 1732
Who contacted the Office:	MASTER
<ul style="list-style-type: none">Description of Incident:	SECURITY INCIDENT
<ul style="list-style-type: none">Location of incident on board:	OFF Dakar / 60 NM FROM SHORE
<ul style="list-style-type: none">Any injuries / casualties:	NIL
<ul style="list-style-type: none">Damages:	NIL
<ul style="list-style-type: none">Date / Time of incident on board:	12 MAR 2025 / 0733 UTC
<ul style="list-style-type: none">Ship's position:	OFF DAKAR / LAT 14-46°N; LONG 18-30°W
<ul style="list-style-type: none">Course	168

• Speed	14.7 KTS
• Cargo On-board and quantity:	36,746 mt Clinker Cement in Bulk
• Bunker quantity on board:	VLSFO: 1321.7 MT ; LSMGO: 54.9 MT
• Any Oil Spill:	NIL
• Approx Quantity spilt over board:	nil
• Next Port and distance	COTONOU / ETA 17 march / 1669 NM
<u>Weather conditions:</u> (upload from podium)	

Weather for 15° 18' 12.01" N 018° 44' 48.86" W

Date

12 Mar 2025 - 17 Mar 2025

Date	11 Mar	12 Mar		13 Mar	
Time	15:00	12:00	15:00	12:00	15:00
TotalCloudCoverPercentage	5.9	5.7	9.1	0.8	0
Wind Speed (kts)	15.43	20.44	18.42	16.4	14.79
Current Speed (kts)	0.28	0.26	0.35	0.48	0.53
Current Direction	↓	↓	↓	↘	↓
Relative Humidity (%)	81.9	82.3	77.7	80	81.2
Surface Temperature (°C)	21.16	20.93	21.08	20.9	21.05
Wind Direction	↑	↑	↑	↑	↑
Air Temperature at 2m	19.85	20.05	20.03	19.88	20.16
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Wind Wave Height (m)	1.47	1.73	1.83	1.66	1.52
Wind Wave Direction	359.88	359.97	1.22	359.66	0.3
Visibility (km)	24.14	24.14	24.13	24.14	24.13
Total Precipitation (mm)	0	0	0	0	0
Direction of Swell Waves	↑	↑	↑	↖	↖

Kind Regards

Capt@Rajesh Sharma

DPA/CSO



TAMAR
SHIP MANAGEMENT

Hong Kong

1 Temasek Avenue, 10-02 Millenia Tower, 039192, Singapore

DID: +65 6632 1393 | Mobile: +65 9777 8773

Email: RajeshS@ivs-services.com

For and on behalf of Owners as Agents only

Felicia Hong

From: Mads Walther
Sent: Wednesday, 12 March 2025 16:07
To: GSH Global Emergencies
Subject: RE: DRILL DRILL DRILL - IVS Gleneagles // Piracy approach

To: MPA

Further to my last update,

The pirates has boarded the vessel and the crew is going on lock down in the vessels citadel.

Our security provider has activated their response plan and they have armed guards en route to the vessel

Best regards,

Mads Walther



Island View Shipping Services
1 Temasek Avenue | #10-02 Millenia Tower
Singapore 039192 | 📞: +65 8611 7034

From: Mads Walther
Sent: Wednesday, March 12, 2025 4:04 PM
To: GSH Global Emergencies <globalerc@ivs-services.com>
Subject: DRILL DRILL DRILL - IVS Gleneagles // Piracy approach

To: MPA

Good day,

Please be informed that our vessel, IVS Gleneagles is currently being followed by 3 suspicious skiffs.

The crew has mustered, the vessel is doing evading manoeuvres and the citadel is being prepared.



SSAS Alerts shown are current and are not affected by the timeline.

Active Alerts

▲ 2

IVS Gleneagles

✉ 3 📞 9 📺 0

Activated: 12 Mar 2025 07:37 UTC

Report: SSAS Alert

Device: Inmarsat-C 456394510

Location: 14° 45' 15.60" N 018° 30' 01.20" W

IVS Gleneagles

✉ 0 📞 0 📺 0

Activated: 12 Mar 2025 07:37 UTC

Report: SSAS Alert - Test

Device: INM-C 456394510

Location: 14° 45' 15.60" N 018° 30' 01.20" W

Vessels in Test Mode

No vessels are currently in test mode.

All Configured Vessels



Best regards,

Mads Walther



For and on behalf of Owners as Agents only.

Island View Shipping Services

1 Temasek Avenue | #10-02 Millenia Tower
Singapore 039192 | 📞: +65 8611 7034

Felicia Hong

From: Rajesh Sharma
Sent: Wednesday, 12 March 2025 16:07
To: GSH Global Emergencies
Subject: IVS Gleneagles - Security Incident - DRILL DRILL DRILL

THIS IS A DRILL

To: MDAT-GoG
To: Flag State – MPA Singapore
To: Agent at Destination Port - COTONOU
To: Port State

Good Day

Please refer initial report regarding security incident, 3 skiffs approached the vessel and manged to board the vessel. Master has activated the contingency plan and crew mustered in the citadel. We will keep you updated of the situation.

Emergency Response Initial Report : DRILL DRILL DRILL

Ship Name	IVS GLENEAGLES
<ul style="list-style-type: none">Date / Time of call from vessel:	12 MAR 2025 / 1732
Who contacted the Office:	MASTER
<ul style="list-style-type: none">Description of Incident:	SECURITY INCIDENT
<ul style="list-style-type: none">Location of incident on board:	OFF Dakar / 60 NM FROM SHORE
<ul style="list-style-type: none">Any injuries / casualties:	NIL
<ul style="list-style-type: none">Damages:	NIL
<ul style="list-style-type: none">Date / Time of incident on board:	12 MAR 2025 / 0733 UTC
<ul style="list-style-type: none">Ship's position:	OFF DAKAR / LAT. 14-46.9N; LONG. 018-30.4 W

• Course	168
• Speed	14.0 KTS
• Cargo On-board and quantity:	36,746 mt Clinker Cement in Bulk
• Bunker quantity on board:	VLSFO: 1321.117 MT ; LSMGO: 54.951 MT
• Any Oil Spill:	NIL
• Approx Quantity spilt over board:	nil
• Next Port and distance	COTONOU / ETA 17 march / 1669 NM
Weather conditions: (upload from podium)	

Weather for 15° 18' 12.01" N 018° 44' 48.86" W

Date

12 Mar 2025 - 17 Mar 2025

Date	11 Mar	12 Mar		13 Mar	
Time	15:00	12:00	15:00	12:00	15:00
TotalCloudCoverPercentage	5.9	5.7	9.1	0.8	0
Wind Speed (kts)	15.43	20.44	18.42	16.4	14.79
Current Speed (kts)	0.28	0.26	0.35	0.48	0.53
Current Direction	↓	↓	↓	↘	↓
Relative Humidity (%)	81.9	82.3	77.7	80	81.2
Surface Temperature (°C)	21.16	20.93	21.08	20.9	21.05
Wind Direction	↑	↑	↑	↑	↑
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Wind Wave Height (m)	1.47	1.73	1.83	1.66	1.52
Wind Wave Direction	359.88	359.97	1.22	359.66	0.3
Visibility (km)	24.14	24.14	24.13	24.14	24.13
Total Precipitation (mm)	0	0	0	0	0
Direction of Swell Waves	↑	↑	↑	↖	↖

Kind Regards

Capt. Rajesh Sharma

DPA/CSO



TAMAR

SHIP MANAGEMENT Hong Kong

1 Temasek Avenue, 10-02 Millenia Tower, 039192, Singapore

DID: +65 6632 1393 | Mobile: +65 9777 8773

Email: RajeshS@ivs-services.com

For and on behalf of Owners as Agents only

Felicia Hong

From: Rajesh Sharma
Sent: Wednesday, 12 March 2025 15:50
To: Kevin Grant Leach-Smith
Cc: GSH Global Emergencies; Martin Henry - IVSS; Hilton Stroebel
Subject: IVS Gleneagles - Security Incident - DRILL DRILL DRILL

THIS IS A DRILL

To: Owners
To: Charterers via Owners

Hi Kevin

Please refer initial report regarding security incident, 3 skiffs approaching the vessel. Master has activated the contingency plan.
We will keep you updated.

Emergency Response Initial Report : DRILL DRILL DRILL

Ship Name	IVS GLENEAGLES
<ul style="list-style-type: none">Date / Time of call from vessel:	12 MAR 2025 / 1732
Who contacted the Office:	MASTER
<ul style="list-style-type: none">Description of Incident:	SECURITY INCIDENT
<ul style="list-style-type: none">Location of incident on board:	OFF Dakar / 60 NM FROM SHORE
<ul style="list-style-type: none">Any injuries / casualties:	NIL
<ul style="list-style-type: none">Damages:	NIL
<ul style="list-style-type: none">Date / Time of incident on board:	12 MAR 2025 / 0733 UTC
<ul style="list-style-type: none">Ship's position:	OFF DAKAR / LAT 14-46°N; LONG 18-30°W

• Course	168
• Speed	14.0 KTS
• Cargo On-board and quantity:	36,746 mt Clinker Cement in Bulk
• Bunker quantity on board:	VLSFO: 1321.7 MT ; LSMGO: 54.951 MT
• Any Oil Spill:	NIL
• Approx Quantity spilt over board:	nil
• Next Port and distance	COTONOU / ETA 17 march / 1669 NM
Weather conditions: (upload from podium)	

Weather for 15° 18' 12.01" N 018° 44' 48.86" W

Date

12 Mar 2025 - 17 Mar 2025

Date	11 Mar	12 Mar		13 Mar	
Time	15:00	12:00	15:00	12:00	15:00
TotalCloudCoverPercentage	5.9	5.7	9.1	0.8	0
Wind Speed (kts)	15.43	20.44	18.42	16.4	14.79
Current Speed (kts)	0.28	0.26	0.35	0.48	0.53
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Surface Temperature (°C)	21.16	20.93	21.08	20.9	21.05
Wind Direction	↑	↑	↑	↑	↑
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Air Pressure	1014.13	1016.51	1013.19	1014.72	1011.7
Significant Height of Swell Waves (m)	1.86	1.57	1.44	1.03	0.99
Wind Wave Height (m)	1.47	1.73	1.83	1.66	1.52
Wind Wave Direction	359.88	359.97	1.22	359.66	0.3
Visibility (km)	24.14	24.14	24.13	24.14	24.13
Total Precipitation (mm)	0	0	0	0	0
Direction of Swell Waves	↑	↑	↑	↖	↖

Kind Regards

Capt@Rajesh Sharma

DPA/CSO



TAMAR
SHIP MANAGEMENT

Hong Kong

1 Temasek Avenue, 10-02 Millenia Tower, 039192, Singapore

DID: +65 6632 1393 | Mobile: +65 9777 8773

Email: RajeshS@ivs-services.com

For and on behalf of Owners as Agents only

Felicia Hong

From: Felicia Hong
Sent: Wednesday, 12 March 2025 16:22
To: GSH Global Emergencies
Subject: Drill Drill Drill IVS GLENEAGLES - FINAL SITREP



FOLLOW UP SITUATION REPORT

Ship Name:	IVS GLENEAGLES
SITREP No:	FINAL
Date and Time (UTC) of situation report	12 MARCH 2025 / 1618HRS
<u>Summary / Update of the incident</u>	
Update of the incident	Ambrey team have sent armed guards by boat to the vessel and successfully boarded the vessel. Armed Guards standby on site and saw the skiffs escaping. All crews are now safe to proceed back to normal operation. Master reported to armed guard, he go back to the bridge and confirmed all is safe. We concluded drill and stand down operation.
Information received from:	Captain of IVS Gleneagles
Number/Details of Casualties:	Nil
• Damage:	Nil
Any external assistance required:	Ambrey requested
Authorities Involved:	Flag state and port state informed
Emergency Services Involved:	Ambrey
Response Services Involved:	Ambrey
Company Emergency Response Activities:	ERC activated
Press Media Coverage	Navigate Response informed
Press Response:	Nil
<u>Report Sheet Issued By:</u>	
Name:	FELICIA HONG
Title:	MARINE ADMINISTRATOR
Contact Details:	97773875

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**From:** Felicia Hong**Sent:** Wednesday, 12 March 2025 16:07 pm**To:** GSH Global Emergencies <globalerc@ivs-services.com>**Subject:** Drill Drill Drill IVS GLENEAGLES - SITREP THREE**FOLLOW UP SITUATION REPORT**

Ship Name:	IVS GLENEAGLES
SITREP No:	03
Date and Time (UTC) of situation report	12 MARCH 2025 / 1558HRS
<u>Summary / Update of the incident</u>	
Update of the incident	Unfortunately, the Skiffs managed to board the vessel. Main Engine stopped, all crews proceed to the citadel with iridium phone and all the doors shut. All headcount accounted for against the crewlist. Remain Calm and wait inside the citadel until further advise from office. Office seeking external assistance from Ambrey for the vessel. Ambrey team sourcing armed guards by boat to the vessel.
Information received from:	Captain of IVS Gleneagles
Number/Details of Casualties:	Nil
• Damage:	Nil
Any external assistance required:	Ambrey requested
Authorities Involved:	Flag state and port state informed
Emergency Services Involved:	Ambrey
Response Services Involved:	Ambrey
Company Emergency Response Activities:	ERC activated
Press Media Coverage	Navigate Response informed
Press Response:	Nil
<u>Report Sheet Issued By:</u>	
Name:	FELICIA HONG
Title:	MARINE ADMINISTRATOR
Contact Details:	97773875

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

From: Felicia Hong
Sent: Wednesday, 12 March 2025 15:59 pm
To: GSH Global Emergencies <globalerc@ivs-services.com>
Subject: Drill Drill Drill IVS GLENEAGLES - SITREP TWO

**FOLLOW UP SITUATION REPORT**

Ship Name:	IVS GLENEAGLES
SITREP No:	02
Date and Time (UTC) of situation report	12 MARCH 2025 / 1545HRS
<u>Summary / Update of the incident</u>	
Update of the incident	Skiffs boat approaching the vessel within 1nm. Ship staffs have been mustered on the upper deck. Fire hoses have been arrange overside to deter the skiffs.
Information received from:	Captain of IVS Gleneagles
Number/Details of Casualties:	Nil
• Damage:	Nil
Any external assistance required:	Ambrey requested
Authorities Involved:	Flag state and port state
Emergency Services Involved:	Nil
Response Services Involved:	Nil
Company Emergency Response Activities:	ERC activated
Press Media Coverage	Navigate Response informed
Press Response:	Nil
<u>Report Sheet Issued By:</u>	
Name:	FELICIA HONG
Title:	MARINE ADMINISTRATOR
Contact Details:	97773875

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

From: Felicia Hong
Sent: Wednesday, 12 March 2025 15:53 pm
To: GSH Global Emergencies <globalerc@ivs-services.com>
Subject: Drill Drill Drill IVS GLENEAGLES - SITREP ONE



FOLLOW UP SITUATION REPORT

Ship Name:	IVS GLENEAGLES
SITREP No:	01
Date and Time (UTC) of situation report	12 MARCH 2025 / 1535HRS
<u>Summary / Update of the incident</u>	
Update of the incident	3 skiffs 60nm near to the vessel, vessel sounded the general alarm and initiated the SSAS alarm.
Information received from:	Captain of IVS Gleneagles
Number/Details of Casualties:	Nil
• Damage:	Nil
Any external assistance required:	Ambrey requested
Authorities Involved:	Flag state and port state
Emergency Services Involved:	Nil
Response Services Involved:	Nil
Company Emergency Response Activities:	ERC activated
Press Media Coverage	Navigate Response informed
Press Response:	Nil
<u>Report Sheet Issued By:</u>	
Name:	FELICIA HONG
Title:	MARINE ADMINISTRATOR
Contact Details:	97773875

Thank you & Best Regards,
Felicia Hong

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

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Ship's Name :	IVS GLENEAGLES
Date / Time :	12 MARCH 2025 - 0830LT/0730Z
Location :	WEST AFRICAN COAST
Weather :	P'cloudy, Good visibility, Fresh breeze N'ly wind, rough 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 DRILL

Record of Events:

0830LT - OOW notice some intermittent targets on the Radar about 5NM on Port quarter. He advised the look out to have a visual check and confirm using binocular if there's an actual target.

0832LT - Look out report to OOW and confirm that there are 3 skiffs partially covered by waves suddenly appear from Port quarter fast approaching with at least 4 to 5 persons on board each skiff with long fire arms.

0833LT - OOW sounded general alarm and announce on P.A. "Drill 'Drill' Drill" " Pirate attack" all non-duty personnel proceed to upper deck near E/R entrance and immediately conduct a roll call. Then he broadcast on the VHF Ch. 16 "Mayday, Mayday, Mayday" this is MV IVS Gleneagles in position Lat. 14-46.9N; Long 018-30.4W is under Pirate attack, request immediate assistance. Also made distress calls on DSC.

0834LT - Master on the Bridge, take over the conn inform E/R to increase maximum sea speed and also activate Fire pump for water spray on deck. Engage hand steering.

0835LT - Master Inform SSO to double check all external doors are properly lock from the inside.

0837LT - Master Initiate actual telephone call to CSO (+ 65 977 71521) and send E-Mail to report that vessel is under pirate attack - On Approaching stage.

0839LT - Master Activated SSAS, with simulated call to MDAT (+ 33 298 228888), Ambrey Guardian (+44 20 3503 0320)

0840LT - SSO report to Master that all external doors are properly close from inside and non-duty crew are accounted. Master acknowledges and advise SSO and non-duty crew to proceed in CITADEL, remain calm, stay focus be alert and wait for further instructions.

0845LT - 3 skiffs are closing in on Port side, attempt to go alongside to connect with grappling hook and ladder. Immediately Master engages the vessel on zigzag manoeuvre exposing the skiffs to seas/wave/wind deterring pirate boarding.

0846LT - CSO contact the vessel and inquire updates. 3rd Officer report that 3 skiffs are closing in. Master engages the vessel on zigzag manoeuvre exposing the skiffs to seas/wave/wind deterring pirate boarding. All non-duty crew are already stand by on CITADEL

0853LT - 3rd Officer report to CSO that 3- armed men have manage to come on board adjacent of CH 2 port side. Followed by e-mail message to CSO (RajaramanK@ivs-services.com) with SITREP that 3 armed men have boarded the vessel and all Bridge team members will proceed to CITADEL to muster with the rest of the crew.



0854LT - Master informs E/R to slow down and stop M.E.

0857LT - Master, on CITADEL initiate contact to CSO (+ 65 977 71521) using IRIDIUM Phone. Report that all crew are safe inside CITADEL, in good condition without casualty or injury. All re-enforced steel doors are in place making the CITADEL very hard time to breach. All items /equipment and provision for longer stay are available for the Crew. CSO inform Master to stay put and wait for further instructions.

0904LT - Vessel received a telephone call on CITADEL from CSO that Ambrey security personnel are enroute to the vessel for rescue. Master acknowledges and inform all crew on the update making them feel more safer and relax.

0916LT - Received telephone call on CITADEL from CSO that Ambrey security personnel are on board the vessel, they confirmed that Pirates have disembark the vessel before their arrival. It is now safe to come out from CITADEL to resume normal voyage. Master acknowledges and inform CSO that they will open CITADEL doors and he will make telephone call from the Bridge.

0920LT - Master call the CSO from Bridge, report that all Crew are safe on the accommodation area with Ambrey security personnel and confirm that vessel is ready to resume her voyage. CSO acknowledge and conclude the Drill.

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

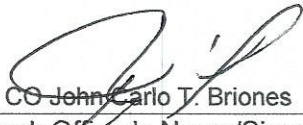
During actual running of emergency fire pump, some of the hoses are not properly secured then it moved away on the intended direction when water pressure pass through it. So we adjusted the direction of nozzle for intended water spray and secure properly to have maximum effect to deter pirate boarding.

In general, drill carried out successfully all crew are very familiar of their duties in case of pirate attack.

Completion of Training (if identified during debriefing):

SSAS, vessel's contact details should be updated. Vessel recently changed from VSAT to STARLINK and KVH (New No. +65 3158 1135 & +852 580 10925)

Capt. 
Master's Name/Signature

CO 
Deck Officer's Name/Signature



ANNEX B

Maritime and Port Authority of Singapore

REPORT OF A SECURITY INCIDENT

MERCHANT SHIPPING ACT 1995¹⁵

INFORMATION PERTAINING TO INCIDENT

A General

1. Type of Incident e.g., robbery, hijack, missing, lost contact etc. PIRATE ATTACK	2. Date & time of Incident (Local Time): 12 MARCH 2025 / 0830LT	3. Location of Incident: WEST AFRICAN COAST
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B Ship's details:

1	Ship's Name	IVS GLENEAGLES
2	Call sign	9V37735
3	IMO number	9736066
4	MMSI number	563945000
5	INMARSAT IDs	456394510
6	Type of ship	BULK CARRIER
7	Flag State	SINGAPORE
8	Gross Tonnage	32,726 MT
9	Company/Agent/Owner	ISLAND VIEW SHIPPING SERVICES

C Ship's position

1	Latitude	14-46.9 N
2	Longitude	018-30.4 W +
3	Name of the area – Place/Port, territorial sea, port waters, anchorage, high seas etc	WEST AFRICAN COAST
4	Activity of Ship – While sailing, at anchor or at berth etc	UNDERWAY USING ENGINE +
5	ISPS Security Level of Ship prior to attack	LEVEL 2 MEASURES
6	Last Port of Call and Next Port of Call	BREVIK TO COTONOU,

¹⁵ Section 107 "Report of accidents, etc., to Director".

D Victim(s)'s details

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

E Items Stolen

Description of item	Estimated value of item
NIL	N/A

F Brief description of attack based on information from coastal state authorities / ship / ship owner / ship's agent¹⁶

While underway West African coast, Look out & OOW notice 3 fast approaching skiffs with 4 to 5 persons on each skiffs and long fire arms. about 5NM from Port quarter. Immediately OOW sounded general alarm, made a broadcast call to nearest coast station and vessels on the vicinity that own vessel is under Pirate attack. Master activated SSAS and contingency plan as per ISPS Manual. All hardening materials are already in place before entering VRA. Initiate contact to Company, MDAT-GoG & Ambrey guardian. Unfortunately, Pirate manage to come alongside and have 3 armed men boarded the vessel. All Ship's crew retreated safely to CITADEL, stop the M/E and continue communication with CSO using Iridium Phone. Pirates attempted to breach the CITADEL but failed to do so. Then decided to disembark the vessel empty handed. Ambrey security personnel arrive on board only to know that Pirate have long gone. Even so they double check all areas and spaces on board searching for anyone but they found no one. CSO call the Master on CITADEL thru its iridium phone and informed that ships is safe and free from Pirate. Vessel resume voyage with all crew safe and sound and no damage done to vessel

¹⁶ 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.

ECR – Incident Response Team - Time Log

[illegible]