



EMERGENCY RESPONSE CENTRE EXERCISE REPORT:

18 Dec 2024 @ 1500 hrs SGT

Vessel: IVS DUNES; IMO 9838515

Flag: Singapore MPA

Class: ClassNK Nippon Kaiji Kyokai

“Explosion + Fire in the engine room. Black Out. The vessel is drifting towards Iranian waters.”

NOTE:

This exercise was conducted with the vessel Master of IVS Dunes, Next of Kins, Local Agent, MRCC, P&I / H&M, Flag and Class.

1. Purpose.

- To test company and vessel readiness should an emergency occur
- To test the ability of emergency response teams to effectively work together to mitigate the effects of the incident.
- To practice coordination between the different teams such as company emergency team and outside parties on a real time basis.
- To test the 24 hours emergency number and all communication equipment
- To test Island View Shipping response to the (simulated) media.
- To assess the effectiveness of implementation of contingency plan
- To understand and evaluate logistics requirements.
- To familiarize and to rehearse key personnel of their role during an emergency.
- To identify the weakness / lapses (which can be improved later) in our system.

2. Attendees

Function	Name of Person
Management Team	Martin Henry Siew Fong Bong
Incident Manager	Hilton Stroebe
Incident Coordinator	Rajaraman Krishnamoorthy (Raja)
Technical	Denver Mariano
Technical Support	Rennie Govender Henry Dayo Joey Baluyot Reynaldo Gonzales Yogesh Devendra Negi
Risk	Mads Walther
Risk Support	Rajesh Sharma Brett McElligott Wu Ning (Tony) Liu Hai Jian (Luke) Deng Wen Feng (Dennis)



Crewing	Ashish Kambo
Crewing Support	Jaja Casas
Procurement Support	Karen Foroneas Sharo Mee Sayno
IT Support	Iyer Ramaswamy Subramani (Subu)
ERC Scribe	Felicia Hong
Scribe	Frank So

3. Exercise rule

- SAFETY FIRST. All personnel on board shall be responsible for the safe Navigation and Operation during exercise. If an unsafe condition or operation is discovered, ensure to notify the team members. The Master to determine whether the situation can be corrected and if exercise should continue.
- Begin and end all telephone, radio conversations and email communication with the statement “THIS IS A DRILL”. Ensure this statement is included on all email exercise documents. Email subject should also contain ‘DRILL’.
- RECORDS - All documents and checklists exchanged by email used during the Exercise should be maintained. All details to be logged in the as evidence of the Ship Shore Exercise.
- Some external communication – Agent, Port/Flag state, P&I Club and Media (MTI) during this exercise shall be done only with the “role play” person.
- 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.
- Debriefing shall be held in ship and office after the exercise. During this debriefing, participants shall discuss the response and identify areas that were well handled, opportunities for improvement, and suggested action items.
- The Master shall follow-up this exercise with a debriefing and evaluation, involving all the exercise participants, use Form 3.2.3

4. Scenario Summary – Exercise

“Explosion + Fire in the engine room. Black Out. The vessel is drifting towards Iranian waters”

1. Setting:

IVS Dunes is enroute fully laden from Mesaieed Port in Qatar to New Orleans in US.

2. Incident:

Explosion + Fire in the engine room. Black Out. The vessel is drifting towards Iranian waters.

Injured persons in the fire:

- Chief Engineer, Nguyen Van Dung (Burn Injuries, Unconscious)
- Fourth Engineer, Nguyen Cong Anh (Burn injuries, Head and leg injuries due to fall, Conscious)

3. Development

Drifting towards shallow waters. Development of scenario iaw Captains decision and in coordination with MRCC, simulated by NHC.

Optional development:



- Medevac of injured persons to New Khasab Hospital in Oman... Is this a relevant and approved Hospital?
- JRCC Masqat Oman involved but MRCC Bandar Abbas is also eager and wants to take over operation
- Leaking Oil
- Naval vessels from both Iran and EU Operation Aspides in area. IVS Dunes is forced to abandon ship. Reluctant to do so...What to do?
- Iranian Forces to intervene. Threatening to take over IVS Dunes

Ship

Master called office using 24 hrs telephone number informing that fire and explosion in the engine room, Suspected fire started from Crank Case. No External Damage to the ship's hull at this point. Crews are busy evacuating.

Necessary notifications were made by Master and Office.

Master to update – C/E is unconscious and 4/Eng Hand and Leg Injury concussion.

- Master to initiate drill as above and call office.
- Activate security, breach of hull and fire in engine room contingency plan
- Notifications to be made in conjunction with office
- Ship loading condition - Cargo, ballast, bunkers on board are to be sent to the office for damage stability assessment.
- Conduct the drill using contingency plans:
 - Security drill (damage to vessel by explosive), notifying UKMTO
 - Breach of hull / structural failure
 - Fire in Engine Room
 - Electrical Power Failure / Blackout
 - Serious Injury

Office

After Master's telephone call received by duty person, he set up MS Team consisting of ERC members for responding to emergency on board the vessel. Emergency Response Centres were set up in Singapore and Emergency Support was set up in Durban, Hong Kong, China and Manila Offices.

Communication was kept with the Master on MS Team for office support and advice. Initial and follow-up reports are to be sent using OneNote Emergency. Relevant internal and external parties are to be informed by the office response team as required.

5. Sequence of Events

Date	TIME	Initial	Event Details	Action
18.12.24	1509hrs		Captain Rajesh received a call from the Master of IVS Dunes	
	1524hrs	FKHS	2 Crew Member injured Chief Engineer and 4th Engineer Activate Emergency Contingency Plan onboard	Raja
			MRCC informed and in touch MEDEVAC requested Hospital in Oman	Master
			Both away from scene and in ships hospital Chief Engineer unconscious 4th Engineer conscious (leg & Hand injury)	Master



			MEDEVAC abt 15min	
	1527hrs	FKHS	Master - Alter course to away from Iranian Water	Master Raja
	1530hrs	FKHS	Intial email sent (Response Team)	Rajesh
	1530hrs	FKHS	Inform Agent WSS	Ashish
	1532 hrs	DVM	Technical support - Send GA plan and tank capacity plan. Crankcase explosion - The immediate response should be to shut down the engine. Inform WH and monitor any further issues. Ensure crankcase doors remain closed to prevent air ingress and potentially secondary explosion. LO circulation to keep ON to allow cooling the hot spot.	
	1533 hrs	FH	Incident coordinator interacted with incident manager	
	1534 1537hrs	FKHS AK	Lost communication with Vessel Local agent in Oman WSS appointed to receive the injured crew member and transfer them to hospital in Oman.	Raja
	1538hrs 1539 hrs	FKHS FH	Helicopter arrived for MEDEVAC Helicopter arrived to evacuate the injured officers	Raja
	1539hrs	FKHS	Manning Agent TMM next of kin and Company Doctor informed	Jaja
	1545hrs 1540H	FKHS JDC	Ambrey informed Sent email informing manning agent in Vietnam (TMM) for them to assist in informing next of kin of injured crew	Brett
	1542H	DVM	Class NK informed about the incident / look for repair yard	
	1544hrs	FKHS	Flag, MRCC, SOPEP National Contact Point being informed	Wu Ning
	1546hrs	FKHS	P&I Informed	Ashish
	1546H	JDC	Send an email to company doctor (Shipmed) requesting them to coordinate with and assist MSTR in managing situation of injured crew onboard while waiting for medevac.	
	1548hrs	RS	Sent an email to salvage company for the assistance of the tugs	Rajesh
	1550hrs	FKHS	Assessing Security Event in around vessel area	Ambrey
	1550hrs	FKHS	MRCC informed by MSI	Wu Ning
	1552hrs	FKHS	CO2 system released Fire onboard extinguish to be confirmed Anchor ready to be dropped	Mads
	1552hrs	FKHS	Flag (MPA Singapore) informed (Email)	Wu Ning
	1554hrs	FKHS	NHC informed (Email)	Wu Ning
	1554hrs	FKHS	Navigate response informed (email) to be on standby for Media Inquiry	Rajesh
	1555hrs	FKHS	PSC Informed (Email)	Wu Ning
	1555hrs	FKHS	Rajesh called Salvage (MARINT)	Rajesh
	1559hrs	FKHS	Navigate Response reverted with first draft Holding Statement	Navigate Response
	1600hrs	JDC FKHS	Called P&I / informed them that CE already extracted from vessel Ambrey responded US Navy contacted and monitoring situation	Brett
	1601hrs 1600	FKHS	Shipyards in Oman inquired Free space enquiry sent to Oman & Duqm shipyard for the Urgent docking space requirement	Yogesh Yogesh
	1623 1603hrs	FKHS	Both Crew evacuated Stbd anchor broke	Mads
	1604hrs	FKHS	Email to Ambrey – Abandoning Vessel	Brett



			Waiting for further response	
1606hrs	FKHS		NHC informed to standby If assistance required, will revert	Wu Ning
1606hrs	FKHS		Master has been contacted by people who are not being abled to be identified (suspected Iranian)	Mads
1607hrs	FKHS		WSS (Agent) informed to prepare ambulance for transfer of 2 medevac crew to Emergency Ward – Hospital	Ashish
1608hrs	FKHS		Ambrey informed of "unknown - suspected persons" US Military ETA requested	Brett
1610hrs	FKHS		Availability of Tugs requested	Rajesh
1612hrs	FKHS		SITREP ONE sent to Global Emergency & NHC	Felicia
1613H	JDC		Spoke to TMM / informed them that CE and 4E already extracted from vessel / next of kin to be advised by manning agent	
1614hrs	FKHS		SITREP TWO sent to Global Emergency & NHC	Felicia
1616hrs	FKHS		Crewlist sent to Ambrey	Brett
1616hrs 1611hrs	AK FKHS		WSS agent Ali contacted over phone to provide all the necessary assistance Ambrey informed US Navy and EMASoH, will revert with ETA and method of communication	Ambrey
1617hrs	FKHS		SITREP THREE sent to Global Emergency & NHC	Felicia
1615Hrs 1618hrs	AK FKHS		Mr.Alex from UK P&I club contact to provide the local correspondence details and register the case Iranian Warship circling vessel (Ship not in Iranian Water) UKMTO UK P&I Flag State To be informed	
1619H 1620hrs	FKHS		Called Ambrey to assist vessel immediately as Iranian Worship circling vessel American Destroyer (USS Mason) is 4hrs away - we are on our own	Brett
1620hrs	FKHS		UKMTO contacted for assistance	Rajesh
1621hrs	FKHS		2 Crew will arrive in approx. another 15min to Hospital	Liu Hai Jian
1622hrs	AK FKHS		MRCC was contacted and we have been advise that the crew member reached Sohar Hospital at 1235LT and receiving medical attention. SITREP FOUR sent to Global Emergency & NHC	Felicia
1622hrs	FKHS		Check with Ambry for possibility of Helicopter Evac of all crew	Mads
1623hrs	FKHS		Contacted Ambrey for Helicopter Evac of all crew Ambrey establishing asset to Helicopter Evac of all crew	Brett
1627hrs 1626H	FKHS JDC		Both Crew arrived in Sohar Hospital @ 1235LT – receiving medical treatment Emailed P&I updating them that both injured crew have arrived Sohar Hospital at 1235H and are now receiving needed medical attention.	Jaja
1628hrs 1629hrs	FKHS NWU		Flag State contacted to assist vessel as Iranian Worship circling around Informed Flag State by email that we have contacted with American Destroyer and UKMTO as vessel. US Destroyer has been tasked and is underway.	Rajesh Wu Ning
1629hrs	FKHS		Iranian boarded vessel – Crew in wheelhouse	Mads
1630hrs	FKHS		SITREP FIVE sent to Global Emergency & NHC	Felicia
1631hrs	FKHS		Ambrey informed Iranian boarded vessel – Crew in Wheelhouse	Brett
1632hrs	FKHS		Called Ambrey for confirmation of asset to arrange Helicopter for EVA All crew in wheelhouse (Engine Room compromised)	Brett
1634H	JDC		Emailed TMM updating them that CE and 4E have arrived Sohar Hospital and now receiving needed medical attention. Instructed them to advise next of kin of other Vietnamese crew onboard as well.	
1635hrs	FKHS		Ambrey – US Navy will launch Helicopter and should arrive ooa 40min time, this is NOT EVAC – this is show the presence of military	Brett



	1637hrs	FKHS	UK P&I requested to send representative to Hospital for the 2 injured Crew	Ashish
	1638hrs	FKHS	No update from Tug, will continue to contact them Flag State informed to put pressure on the Iranian Worship not to seize IVS Dunes	Rajesh
	1640 hrs	RS	No one responded, left a message on voice mail to tug company regarding availability of the tug	Rajesh
	1640Hrs	AK	Contacted WSS- Agent Omar Ali – his representative will reach Sohar Hospital in 30 mins and will give an update on the crew members medical condition.	
	1643H	FKHS	ETA in 20min (Helicopter)	Brett
	1643H	JDC AK	Spoke to TMM informing them of email updates sent at 1634H Situation onboard same Received call from 4E NOK Received call from CE NOK Received call from Wiper's wife asking update on his husband's well being	Mads
	1644hrs	FKHS	SITREP SIX sent to Global Emergency & NHC	Felicia
	1645H	JDC	Spoke to Durban Manning Office informing them of email updates sent at 1640H	
	1646hrs 1648hrs	FKHS	Marint not able to contact No response from Marint, contact another Tug Check with Ambrey for Tug assistance	Rajesh
	1650hrs 1647hrs	FKHS NWU	Ambrey Unable to secure Helicopter Evac – Iranian taking command of vessel US Military Helicopter ooa 10 / 15min – no evacuation and aggressive maneuver as not wanting to put crew / vessel at risk. Advise to crew, accept and comply with Iranian Navy to not escalate tension US Destroyer ETA 3hrs – probably cannot do anything but just on standby due to the crew involvement of Iranian Navy Informed Flag State by email the SITUATION REPORT SITREP SIX.	Brett Wu Ning
	1648 hrs	AK	Received call from 4E NOK (Wife) wanting an update on his husband's condition and also asking for agents contact number.	
	1652hrs	FKHS	Ambrey Tug – assistance cannot be rendered so quickly No tug assistance	Brett
	1656hrs	FKHS	Iranian Navy shot warning shot around the hull Iranian Navy boarding the ship	Mads
	1657hrs	FKHS	SITREP Seven sent to Global Emergency & NHC	Felicia
	1657hrs	FKHS	Ambrey ETA of tugs to assist is unrealistic and will likely be refused by Iranians. This may escalate the situation. ETA of Navy Helicopter is 10 mins however there are NO EVAC capabilities. ETA of Destroyer USS MASON is 3 hours.	Ambrey
	1658hrs	FKHS	Ambrey informed (email) Iranian Navy shot warning shot around the hull Iranian Navy boarding the ship	Brett
	1700hrs	FKHS	Drill End	Mads
	1702hrs	FKHS	SITREP FINAL sent to Global Emergency & NHC	Felicia

6. Conclusion

The Drill was discussed, and the following areas were identified for improvement.



No.	Description	Target Completion Date	Responsibility	Completion Date
01.	Time Sheet (Time Log) Needs to be re-worked Each Time Sheet for Each Support Group.	18 Dec 2024	Frank So	18 Dec 2024
02.	During the workup of obtaining the Next of Kin onboard the Dunes it was noted that NO next of Kin details were available for 66% of the crew onboard.	18 Dec 2024	Crewing	18 Dec 2024
03.	“Call Out Section” requires another Flow Chart	18 Dec 2024	Brett	18 Dec 2024
04.	Appointed Agent was not shared with the Team / in OneNote Emergency	18 Dec 2024	IVS Risk	18 Dec 2024
05.	Initial Report must first be sent. After, SITREP will be sent. Initial Report should always be CC’ed to the Master.	18 Dec 2024	IVS Risk	18 Dec 2024
06.	There were not enough visuals in the Emergency Room	18 Dec 2024	IVS Risk	18 Dec 2024
07.	Try to use one Application or Software for communications	18 Dec 2024	Mads	18 Dec 2024

Refer attached appendices:

Appendix A – Initial report & SITREP

Appendix B – External Notifications

Appendix C – Shipboard drill report

Appendix A – Initial Report and SITREP
INITIAL REPORT



Initial Report

All Emails are to be sent to the following address: globalerc@ivs-services.com

Emergency Contact No: Call the DPA/Marine Superintendent.

Emergency Response Initial Report :

IMO number	9838515
• Date / Time of call from vessel:	18 Dec 2024 / 1509hrs Singapore time
Who contacted the Office:	Master Capt. Nguyen Dinh Khanh
• Description of Incident:	Fire and explosion in E/R, crank case explosion is suspected
• Location of incident on board:	E/R
• Any injuries / casualties:	C/E Nguyen Van Dung - Burn injury, Unconscious 4/E Nguyen Cong Anh - hand and leg injury, concussion They are in process of being evacuated
• Damages:	No damage yet
• Date / Time of incident on board:	Not yet known, Master was quite busy in dealing the situation
• Ship's position:	26 - 00N, 066-37E, vessel drifting in the Iranian water
• Course	
• Speed	
• Cargo On-board and quantity:	58071 MT
• Bunker quantity on board:	Not yet known
• Any Oil Spill:	No
• Approx Quantity spilt over board:	Nil
• Next Port and distance	New Orleans
<u>Weather conditions:</u>	

Reminder: Master/Office to follow the relevant contingency plan

SITREP No. 1



FOLLOW UP SITUATION REPORT

Ship Name:	IVS DUNES
SITREP No:	01
Date and Time (UTC) of situation report	18 Dec 2024 / 1517hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Fire and explosion in the engine room, Suspected fire started from Crank Case. No External Damage to the ship hull at this point of time. Crews are busy evacuating.
Information received from:	Master of IVS Dunes - Captain Nguyen Dinh Khanh
Number/Details of Casualties:	C/E Nguyen Van Dung he is unconscious and 4/Eng Nguyen Cong Anh Hand and Leg Injury concussion
• Damage:	Hull not reported damaged
Any external assistance required:	Helivac expected about 15 minutes, both injured officers to be sent to solar oman hospital
Authorities Involved:	Flag state and port state
Emergency Services Involved:	MRCC
Response Services Involved:	Medivac using helicopter
Company Emergency Response Activities:	ERC activated
Press Media Coverage	Navigate Response informed
Press Response:	NIL
<u>Report Sheet Issued By:</u>	
Name:	RAJESH SHARMA
Title:	DPA
Contact Details:	97778773

SITREP No. 2



FOLLOW UP SITUATION REPORT

Ship Name:	IVS DUNES
SITREP No:	02
Date and Time (UTC) of situation report:	18 Dec 2024 / 1530hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Both office are on Sketches
Information received from:	Master of IVS DUNES
Number/Details of Casualties:	2 of the injured officers are being evacuated by helicopter
Damage:	Crank case explosion
Any external assistance required:	
Authorities Involved:	MRCC
Emergency Services Involved:	Stowage company informed
Response Services Involved:	
Company Emergency Response Activities:	
Press Media Coverage	Media personnel all informed
Press Response:	Media Statement in preparation
<u>Report Sheet Issued By:</u>	
Name:	RAJESH SHARMA
Title:	DPA
Contact Details:	97778773



FOLLOW UP SITUATION REPORT

Ship Name:	IVS DUNES
SITREP No:	03
Date and Time (UTC) of situation report:	18 Dec 2024 / 1550 hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Helicopter 1 of 2 onboard evacuated, another in progress. CO2 released. Very Hot engine Room, Doors are all closed. All crews are accounted for.
Information received from:	IVS Dunes / Master
Number/Details of Casualties:	2
Damage:	Crank Case explosion
Any external assistance required:	TUG BOATS / AMBREY
Authorities Involved:	MRCC
Emergency Services Involved:	Stowage company informed
Response Services Involved:	PSC informed
Company Emergency Response Activities:	Master informed to consider anchoring
Press Media Coverage	Media personnel all informed
Press Response:	Media Statement in preparation
<u>Report Sheet Issued By:</u>	
Name:	RAJESH SHARMA
Title:	DPA
Contact Details:	97778773



FOLLOW UP SITUATION REPORT

Ship Name:	IVS DUNES
SITREP No:	04
Date and Time (UTC) of situation report:	18 Dec 2024 / 1602hrs
<u>Summary / Update of the incident</u>	
Update of the incident	2 of 2 injured officers evacuated safely by helicopter. Starboard Anchor released, Chain cut off and vessel lost anchor. speed reduced 0.5 knots. Situation is under control , awaiting for US navy vessel to approach. Might consider to evacuate all crews.
Information received from:	Master of IVS DUNES
Number/Details of Casualties:	2
Damage:	Crank Case explosion
Any external assistance required:	TUG BOATS / AMBREY
Authorities Involved:	PSC
Emergency Services Involved:	Stowage / salvage company informed
Response Services Involved:	MRCC
Company Emergency Response Activities:	US NAVY requested for assistance
Press Media Coverage	Informed
Press Response:	informed
<u>Report Sheet Issued By:</u>	
Name:	RAJESH SHARMA
Title:	DPA
Contact Details:	97778773



FOLLOW UP SITUATION REPORT

Ship Name:	IVS DUNES
SITREP No:	05
Date and Time (UTC) of situation report:	18 Dec 2024 / 1612hrs
<u>Summary / Update of the incident</u>	
Update of the incident	3 Iranian authorities boat surrounded and circling the vessel and requested to board the vessel. Captain trying to buy time, by telling authorities that they are arranging the pilot ladder etc. US Navy can only arrived in 4 <u>hours time</u> , therefore ambrey will arrange for helicopter to evacuate the crews.
Information received from:	Captain of IVS DUNES
Number/Details of Casualties:	2
Damage:	Crank Case explosion
Any external assistance required:	Port State
Authorities Involved:	Iranian Authority
Emergency Services Involved:	MRCC
Response Services Involved:	Ambrey
Company Emergency Response Activities:	ERC activated
Press Media Coverage	Informed
Press Response:	Waiting for statement
<u>Report Sheet Issued By:</u>	
Name:	FELICIA HONG
Title:	MARINE ADMINISTRATOR
Contact Details:	97773875

SITREP No. 6



FOLLOW UP SITUATION REPORT

Ship Name:	IVS DUNES
SITREP No:	06
Date and Time (UTC) of situation report:	18 Dec 2024 / 1630hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Waiting for US navy helicopter assistance arranged by Ambrey will arrive 30 mins to show presence. Expecting USS Mason to arrive 4 hours later. Crews are to be still remain onboard until such time. Iranians authorities are still alongside and persistent to board the vessel.
Information received from:	Captain of IVS DUNES
Number/Details of Casualties:	2
Damage:	Crank Case explosion
Any external assistance required:	Port State/ salvage / tug boat
Authorities Involved:	Iranian Authority
Emergency Services Involved:	MRCC
Response Services Involved:	Ambrey
Company Emergency Response Activities:	ERC activated
Press Media Coverage	Informed
Press Response:	Waiting for statement
<u>Report Sheet Issued By:</u>	
Name:	FELICIA HONG
Title:	MARINE ADMINISTRATOR
Contact Details:	97773875



FOLLOW UP SITUATION REPORT

Ship Name:	IVS DUNE
SITREP No:	07
Date and Time (UTC) of situation report:	18 Dec 2024 / 1640hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Planning to send 2 towing tugs will be standby to tow the vessel in case vessel drifting to the Iranian waters. US Navy helicopter will arrive anytime to show presence. Master concerned about the towage company contract. Company will handled this. Ambrey not able to assist on tugs with such short notice, company to source for another towage company.
Information received from:	Captain of IVS DUNES
Number/Details of Casualties:	2
Damage:	Crank Case explosion
Any external assistance required:	Port State/ salvage / tug boat
Authorities Involved:	Iranian Authority
Emergency Services Involved:	MRCC
Response Services Involved:	Ambrey
Company Emergency Response Activities:	ERC activated
Press Media Coverage	Informed
Press Response:	Waiting for statement
<u>Report Sheet Issued By:</u>	
Name:	FELICIA HONG
Title:	MARINE ADMINISTRATOR
Contact Details:	97773875

SITREP No. 8 (FINAL)



FOLLOW UP SITUATION REPORT

Ship Name:	IVS DUNES
SITREP No:	FINAL
Date and Time (UTC) of situation report:	18 Dec 2024 / 1648hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Company in the process to arrange the towing tugs, US Navy helicopter has arrived. Iranian authorities have started firing and want to board the vessel, Captain has lower the ladder for the Iranian authorities to board. Master will revert situation later.
Information received from:	Captain of IVS DUNES
Number/Details of Casualties:	2
Damage:	Crank Case explosion
Any external assistance required:	Port State/ salvage / tug boat
Authorities Involved:	Iranian Authority
Emergency Services Involved:	MRCC
Response Services Involved:	Ambrey
Company Emergency Response Activities:	ERC activated
Press Media Coverage	Informed
Press Response:	Waiting for statement
<u>Report Sheet Issued By:</u>	
Name:	FELICIA HONG
Title:	MARINE ADMINISTRATOR
Contact Details:	97773875

APPENDIX 2 – EXTERNAL COMMUNICATION



All Emails are to be sent to the following address: globalerc@ivs-services.com

IMO number	9838515
• Date / Time of call from vessel:	18 Dec 2024 / 1509hrs Singapore time
Who contacted the Office:	Master Capt. Nguyen Dinh Khanh
• Description of Incident:	Fire and explosion in E/R, crank case explosion is suspected
• Location of incident on board:	E/R
• Any injuries / casualties:	C/E Nguyen Van Dung - Burn injury, Unconscious 4/E Nguyen Cong Anh - hand and leg injury, concussion They are in process of being evacuated
• Damages:	No damage yet
• Date / Time of incident on board:	Not yet known, Master was quite busy in dealing the situation
• Ship's position:	26 - 00N, 066-37E, vessel drifting in the Iranian water
• Course	
• Speed	
• Cargo On-board and quantity:	58071 MT
• Bunker quantity on board:	Not yet known
• Any Oil Spill:	No
• Approx Quantity spilt over board:	Nil
• Next Port and distance	New Orleans
Weather conditions:	

Reminder: Master/Office to follow the relevant contingency plan

Kind Regards
Capt. Rajesh Sharma
DPA/CBO

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



TAMAR

SHIP MANAGEMENT

From: Ashish Kambo <AshishK@ivs-services.com>

Sent: Wednesday, December 18, 2024 3:34 PM

Cc: GSH Global Emergencies <globalerc@ivs-services.com>; globalerc@grindrobshipping.com; IVS Services - Crewing <crewing@ivs-services.com>

Subject: Exercise IVS Dunes - Drill, Drill, Drill

THIS IS DRILL ++++ THIS IS DRILL+++ THIS IS DRILL

Dear Local Agent/WSS,

As the technical managers of IVS Dunes, we have received a distress call from the vessel currently adrift in Omani waters at GPS position XXXXXN, XXXXXE, following an explosion in the engine room.

Two crew members have been injured:

Chief Engineer Nguyen Van Dung – unconscious.

4th Engineer Nguyen Cong Anh – conscious but requiring urgent medical attention.

The Master has contacted MRCC, and a helicopter is being dispatched to medevac the injured crew from the vessel.

We urgently request your coordination and assistance in arranging the following:

1. Transport the injured crew members to the emergency ward of a hospital.
2. Make all necessary arrangements to ensure they receive prompt medical attention.
- 3.

Please confirm your receipt of this email and provide an update on the arrangements.

Thank you for your immediate support in this critical matter. Best regards,

Captain Ashish Kambo
Head of Crewing



For and on behalf of Owners as Agents only.

Island View Shipping Services
1 Temasek Avenue, I #10-02 Millenia Tower



From: Jaja Casas <jajac@ivs-services.com>

Sent: Wednesday, December 18, 2024 3:38 PM

Cc: GSH Global Emergencies <globalerc@ivs-services.com>; globalerc@grindrobshipping.com; IVS Services - Crewing <crewing@ivs-services.com>

Subject: FW: Exercise IVS Dunes - Drill, Drill, Drill

EXERCISE IVS Dunes

Dear PTC Team,

As the technical managers of IVS Dunes, we have received a distress call from the vessel currently adrift in Omani waters at GPS position XXXXXN, XXXXXE, following an explosion in the engine room.

Two crew members have been injured:

Chief Engineer Nguyen Van Dung – unconscious.

4th Engineer Nguyen Cong Anh – conscious but requiring urgent medical attention.

The Master has contacted MRCC, and a helicopter is being dispatched to medevac the injured crew from the vessel.

We urgently request your coordination and assistance in arranging the following:

1. Transport the injured crew members to the emergency ward of a hospital.
2. Make all necessary arrangements to ensure they receive prompt medical attention.
- 3.

Please confirm your receipt of this email and provide an update on the arrangements.

Thank you for your immediate support in this critical matter

EXERCISE IVS DUNES

Kind Regards,

Jaja

Jaja D. Casas
Crew Manager



For and on behalf of Owners as Agents only.



To: edward.bennett@ambrey.com; fleur.brewer@ambrey.com
Cc: exercise1@moreclub.no; GSH Global Emergencies <globalenc@ivs-services.com>
Subject: Exercise IVS Dunes Exercise

Gents

Please find attached the sitrep – Our vessel is incapacitated due to an Engine Room Crankcase explosion.
We will add you to our WhatsApp group for communication purposes.

Vessel is positioned: 26 - 00N, 056-37E, vessel drifting in the Iranian water



FOLLOW UP SITUATION REPORT

Ship Name:	IVS Dunes
SITREP No:	01
Date and Time (UTC) of situation report	18 Dec 2024 / 1517hrs
<u>Summary / Update of the incident</u>	
Update of the incident	Fire and explosion in the engine room, Suspected fire started from Crank Case. No External Damage to the ship hull at this point of time. Crews are busy evacuating.
Information received from:	Master of IVS Gleneagles - Captain Ely Canaria
Number/Details of Casualties:	C/E Nguyen Van Dung he is unconscious and 4/Eng Nguyen Cong Anh Hand and Leg injury concussion
• Damage:	Hull not reported damaged
Any external assistance required:	Helivac expected about 15 minutes, both injured officers to be sent to sohar oman hospital
Authorities Involved:	Flag state and port state
Emergency Services Involved:	MRCC
Response Services Involved:	Medivac using helicopter
Company Emergency Response Activities:	ERC activated
Press Media Coverage	Navigate Response informed
Press Response:	NIL
<u>Report Sheet Issued By:</u>	
Name:	RAJESH SHARMA
Title:	DPA
Contact Details:	97778773

Kind Regards,

Bstt



From: Ning Wu <NingW@ivs-services.com>
Sent: Wednesday, December 18, 2024 3:50 PM
Cc: GSH Global Emergencies <globalerc@ivs-services.com>
Subject: Exercise IVS Dunes - Drill, Drill, Drill

EXERCISE IVS DUNES

Dear MRCC

As the technical managers of IVS Dunes, we have received a distress call from the vessel currently adrift in Omani waters at GPS position 26° 00N, 056°37E, following an explosion in the engine room.

Two crew members have been injured:

Chief Engineer Nguyen Van Dung – unconscious.
4th Engineer Nguyen Cong Anh – conscious but requiring urgent medical attention.

The Master has contacted MRCC, and a helicopter is being dispatched to medevac the injured crew from the vessel.

FOLLOW UP SITUATION REPORT

Ship Name:	IVS DUNES
SITREP No:	01
Date and Time (UTC) of situation report	18 Dec 2024 / 1517hrs
Summary / Update of the incident	
Update of the incident	Fire and explosion in the engine room, Suspected fire started from Crank Case. No External Damage to the ship hull at this point of time. Crews are busy evacuating.
Information received from:	Master of IVS DUNES - Captain Nguyen Dinh Khanh
Number/Details of Casualties:	C/E Nguyen Van Dung he is unconscious and 4/Eng Nguyen Cong Anh Hand and Leg Injury concussion
• Damage:	Hull not reported damaged
Any external assistance required:	Helivac expected about 15 minutes, both injured officers to be sent to sohar oman hospital
Authorities Involved:	Flag state and port state
Emergency Services Involved:	MRCC
Response Services Involved:	Medivac using helicopter
Company Emergency Response Activities:	ERC activated
Press Media Coverage	Navigate Response informed
Press Response:	NIL
Report Sheet Issued By:	
Name:	RAJESH SHARMA
Title:	DPA
Contact Details:	97778773

EXERCISE IVS DUNES

Best Regards

Captain WU NING



From: Ning Wu <NingWu@is-services.com>
Sent: Wednesday, December 18, 2024 3:53 PM
To: GSH Global Emergencies <gsh@is-services.com>
Subject: Exercise IVS Dunes - Drill, Drill, Drill

EXERCISE IVS DUNES

Dear NHC Emergency Phone (For Notification Only)

As the technical managers of IVS Dunes, we have received a distress call from the vessel currently adrift in Omani waters at GPS position 26 - 03N, 056-37E, following an explosion in the engine room.

Two crew members have been injured:

Chief Engineer Nguyen Van Dung – unconscious.
4th Engineer Nguyen Cong Anh – conscious but requiring urgent medical attention.

The Master has contacted MRCC, and a helicopter is being dispatched to medevac the injured crew from the vessel.

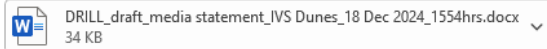
FOLLOW UP SITUATION REPORT

Ship Name:	IVS GLENAGLES
SITREP No:	01
Date and Time (UTC) of situation report	26 Nov 2024 / 1517hrs
Summary / Update of the Incident	
Update of the Incident	Fire and explosion in the engine room. Suspected fire started from Crank Case. No External Damage to the ship hull at this point of time. Crews are busy evacuating.
Information received from:	Master of IVS Glenagles - Captain Ely Canaris
Number/Details of Casualties:	C/E Jake he is unconscious and 4/Eng Nguyen Cong Anh Hand and Leg Injury concussion
- Damage:	Hull not reported damaged
Any external assistance required:	Helivac expected about 15 minutes, both injured officers to be sent to sohar oman hospital
Authorities involved:	Flag state and port state
Emergency Services involved:	MRCC
Response Services involved:	Medivac using helicopter
Company Emergency Response Activities:	ERC activated
Press Media Coverage	Navigate Response informed
Press Response:	NIL
Report Sheet Issued By:	
Name:	RAJESH SHARMA
Title:	DPA
Contact Details:	97778773

EXERCISE IVS DUNES

Best Regards

Captain WU NING
Marine & Training Superintendent
ISVMSPS Internal Auditor & MLC Internal Inspector
For and on behalf of Owners as Agents only.



From: Casey Chua <Casey.Chua@navigateresponse.com>

Sent: Wednesday, December 18, 2024 3:58 PM

To: Hilton Stroebe <hiltons@ivs-services.com>

Cc: Navigate_Operations <Operations@navigateresponse.com>; Mads Walther <MadsW@ivs-services.com>; exercise1@norclub.no; GSH Global Emergencies <globalerc@ivs-services.com>; Jaja Casas <jajac@ivs-services.com>; Ashish Kambo <AshishK@ivs-services.com>

Subject: Re: Exercise IVS Dunes - Drill, Drill, Drill

THIS IS A DRILL...THIS IS A DRILL...THIS IS A DRILL...

Dear Capt Hilton

I have amended the draft holding statement (see attached) based on the latest sitrep. For your review, please.

Regards

Casey

Casey CHUA (Mr) | 蔡嘉全

Crisis Communications Director

Navigate Response

23B Teo Hong Road

Singapore 088332

T: +65 6222 6375

M: +65 9878 3007



THIS IS A DRILL... THIS IS A DRILL... THIS IS A DRILL...

DRAFT

18 December 2024

Media Statement

Tamar Ship Management Pte. Ltd. has launched an emergency response following an incident involving a fire on board its managed bulk carrier *IVS DUNES* (IMO: 9838515).

The incident occurred at about 15:09 Singapore time (UTC+8) on 18 December 2024 in the Strait of Hormuz during the vessel's laden passage from the Port of Mesaieed, Qatar to New Orleans, USA.

The crew are carrying emergency firefighting to bring the situation under control.

Two crew members who sustained injuries during the incident are being medically evacuated to the nearest hospital.

There are no reports of pollution thus far.

Tamar| has notified the local authorities and relevant parties. Its priorities are to ensure the safety of the crew, mitigate possible pollution to the marine environment, and to ensure the safety of the vessel.

More information will be provided when it becomes available.

– ENDS –

For media enquiries, please call Navigate Response on +65 6222 6375 / +44 20 7283 9915 or email operations@navigateresponse.com



TAMAR

SHIP MANAGEMENT

From: Yogesh Devendra Negi <YogeshN@ivs-services.com>

Sent: Wednesday, December 18, 2024 4:01 PM

Cc: GSH Global Emergencies <globalerc@ivs-services.com>; globalerc@grindrodshipping.com

Subject: Exercise IVS Dunes - Drill, Drill, Drill

EXERCISE IVS DUNES

Dear Sirs (Duqm SHIPYARD, Oman)
Good Day

We would like to enquire for URGENT docking space for our vessel IVS Dunes, (IMO No: 9838515)

She is currently adrift in Omani Water at GPS position 26 - 00N, 056-37E and would require assistance in towing to your ship yard.

Please note she is 58000 Tonne DWT & 185.50 mtr LOA.

Kindly check and revert Urgently with confirmation if any free space for our vessel.

EXERCISE IVS DUNES

Best Regards,
YOGESH NEGI
Technical Superintendent



For and on behalf of Owners as Agents only

Island View Shipping Services
1 Temasek Avenue
#10-02 Millenia Tower Singapore 039192
Mob No : +65 88587985
E-mail : YogeshN@ivs-services.com



TAMAR

SHIP MANAGEMENT

From: Brett McElligott <BrettM@ivs-services.com>

Sent: Wednesday, December 18, 2024 4:47 PM

To: Felicia Hong <FeliciaH@ivs-services.com>; GSH Global Emergencies <globalerc@ivs-services.com>; Ambrey Guardian <guardian@ambrey.com>

Cc: EXERCISE1@norclub.no

Subject: RE: EXERCISE IVS DUNES - SITREP SIX

Hi Ambrey

Adding you in on the Sitreps onboard the vessel

Please advise ETA of US Destroyer, US Helicopter and any other helicopters for evacuation....

Kind Regards,

Brett

Brett McElligott
SHEQ Manager



For and on behalf of Owners as Agents only.

Island View Shipping Services

Office 3A, 3rd Floor, The Boulevard,
19 Park Lane, Parkside,
Umhlanga 4319, South Africa
P O Box 3483, Durban, 4000, South Africa

☎: +27 (0)31 302 7964 | 📠: +27 (0)82 314 9983

✉ brettm@grindrodshipping.com



TAMAR
SHIP MANAGEMENT

From: Ambrey Guardian <guardian@ambrey.com>
Sent: Wednesday, December 18, 2024 4:57 PM
To: Rajesh Sharma <RajeshS@ivs-services.com>
Cc: GSH Global Emergencies <globalerc@ivs-services.com>; exercise1 <exercise1@norclub.com>
Subject: RE: EXERCISE IVS DUNES Exercise URGENT

Good day,

A phone call has just been had between Ambrey and Brett McElliot – the ETA of tugs to assist is unrealistic and will likely be refused by Iranians. This may escalate the situation.

ETA of Navy Helicopter is 10 mins however there are NO EVAC capabilities.
ETA of Destroyer USS MASON is 3 hours.

Kind regards,
Fleur Brewer
Maritime Operations Officer

24/7 +44 (0)20 3503 0320
E fleur.brewer@ambrey.com | W www.ambrey.com

AMBREY

This e-mail (including all attachments) is intended for the named addressee(s) only. It may contain confidential and privileged information. Any unauthorised review, use, copying, distribution and/or disclosure is prohibited. If you are not the intended recipient, please notify the sender immediately and delete this message from your e-mail system. Although this message has been scanned for viruses, we make no representation or warranty as to the absence of viruses in this email (including all attachments).



TAMAR

SHIP MANAGEMENT

From: Brett McElligott <BrettM@ivs-services.com>
Sent: Wednesday, December 18, 2024 5:03 PM
To: Ambrey Guardian <guardian@ambrey.com>; Rajesh Sharma <RajeshS@ivs-services.com>
Cc: GSH Global Emergencies <globalerc@ivs-services.com>; exercise1 <exercise1@norclub.com>
Subject: RE: EXERCISE IVS DUNES Exercise URGENT

Hi Ambrey

THE DRILL IS OVER AND COMPLETE.

Many thanks for your input. If during your washup you note any issues we could have done better – please advise...

Kind Regards,

Brett

Brett McElligott
SHEQ Manager



For and on behalf of Owners as Agents only.

Island View Shipping Services


Office 3A, 3rd Floor, The Boulevard,
19 Park Lane, Parkside,
Umhlanga 4319, South Africa
P O Box 3483, Durban, 4000, South Africa

☎: +27 (0)31 302 7964 | 📠: +27 (0)82 314 9983

✉ brettm@grindrodshipping.com



Appendix C – Shipboard drill report (Not Applicable as Simulated by NHC)

	HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM EMERGENCY DRILL AND TRAINING REPORT REPORTING FORM/2016/0001	Form : 3.2.3 Page : 1 of 2 Date : 01-Feb-24 Rev : 100 App By: GMM
Ship's Name : SV DUNES		
Date / Time : 0812/0034		
Location : 1: Sea		
Weather : MODERATE SEA, MODERATE SWELL, GOOD VIS, FRESH BREEZE		

Note:

1. Include all trainings and drills conducted on board in this report.
2. For collective 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

EXPLOSION IN ENGINE ROOM AND FIRE ESCUE, Fire escape explosion

Record of Events:

1504LT: General alarm sounded and followed by master announced on public address system. Simulated explosion and fire in engine room, assemble all crew.
1505LT: Crew proceed to master station preparing for the duties described in the master list.
1506LT: Reported CE and 4th Engineer injured and location of explosion crank case explosion, fuel vent oil control valves activate, and closed Emergency team and emergency fire pump stand by. After explosion, there is an oil fire at 2nd floor Engine room.
1506LT: Checked fireman's outfit and other equipment required a/p Master list, communication equipment in good condition.
1506LT: Master ordered shutdown all ventilation fan and door of the fire area, switch off elect power to fire point, standby GMD fire pump, fire hoses.
1506LT: SIC report GMD Fire pump ready and started followed Master Order, Ventilation of relative areas were shutdown, 2 fire hoses jets of water in high pressure show that emergency fire pump worked in good order.
1506LT: Firefighter donned fireman's outfit, pressure checked, low pressure alarm tested ok, radio for firefighter checked and tested ok reported to Master by C/O.
1506LT: Fireman's proceed to fire area and combating the fire followed Master order.
1514LT: C/O reported to Master The fire is under control by fire hoses. Fire extinguished.
1515LT: Master gave instruction to re-checking fire spot condition after 5 minutes and the high pressure sea water keep cooling all the time.
1518LT: C/O reported: the temperature low down & Fireman detected fire no possibility of re-igniting.
1526LT: Master ordered: Fire Drill Finished.

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

All participants understood well. Understand how to react their series of emergencies as per emergency contingency plan.
To ensure the safety of the vessel's crew and all other workers. The entire operation is to be performed ensuring any hazards are identified and the correct procedures are followed. A Drill is the process of practicing an existing contingency plan, during which the assigned specific duties of each and individual are later are being practiced and an examination of what has been learned and studied and what can be improved.

Completion of Training (if identified during debriefing):



HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT
SYSTEM

EMERGENCY DRILL AND TRAINING REPORT

REPORTING FORMS MANUAL

Form : 3.2.3
Page : 2 of 2
Date : 01-Feb-24
Rev : 10.0
App By: BMM



NGUYEN DINH KHANH

Master's Name/Signature

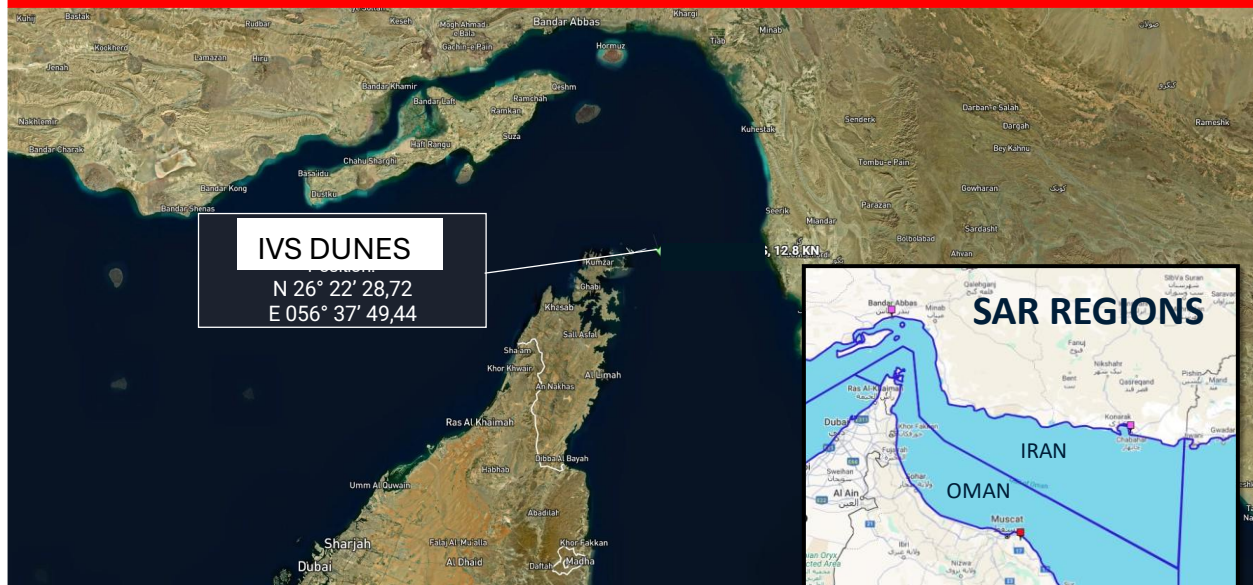
VU XUAN HIEU

Deck Officer's Name/Signature

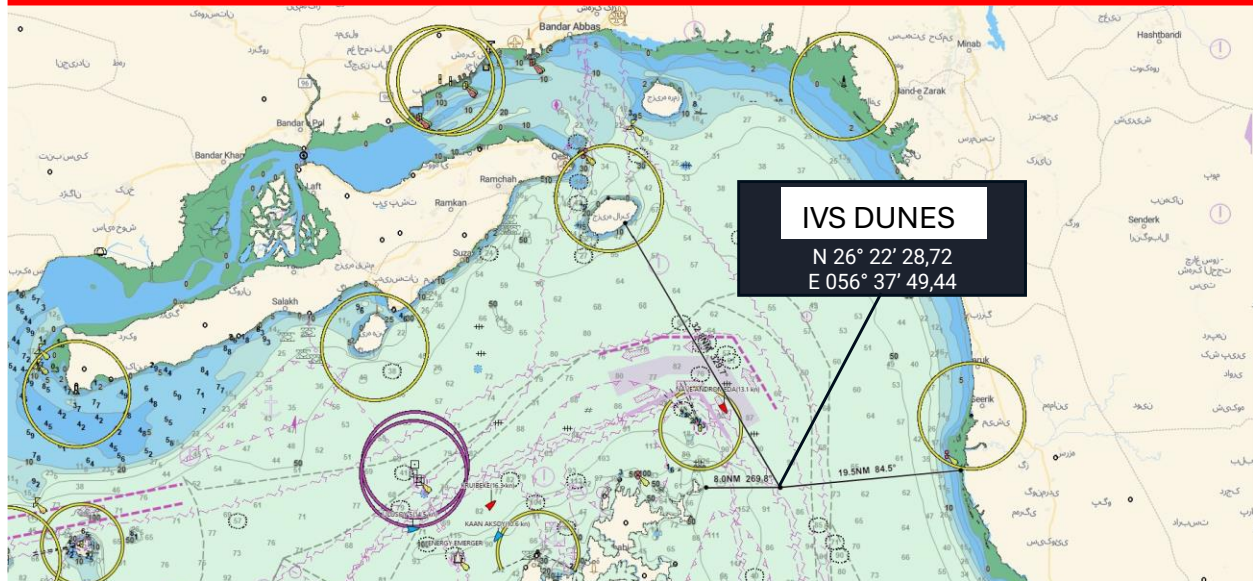
Retention: 2 Years



Exercise Scenario



Exercise Scenario





Exercise Scenario

1. Setting:

IVS DUNES is enroute fully laden from Mesaieed Port in Qatar to New Orleans in US.

POB: 21 (See Crew/NoK list)

2. Incident:

Explosion + Fire in the engine room. Black Out. The vessel is drifting towards Iranian waters.

Injured persons in the fire:

- Chief Engineer, Nguyen Van Dung (Burn Injuries, Unconscious)
- Fourth Engineer, Nguyen Cong Anh (Burn injuries, Head and leg injuries due to fall, Conscious)

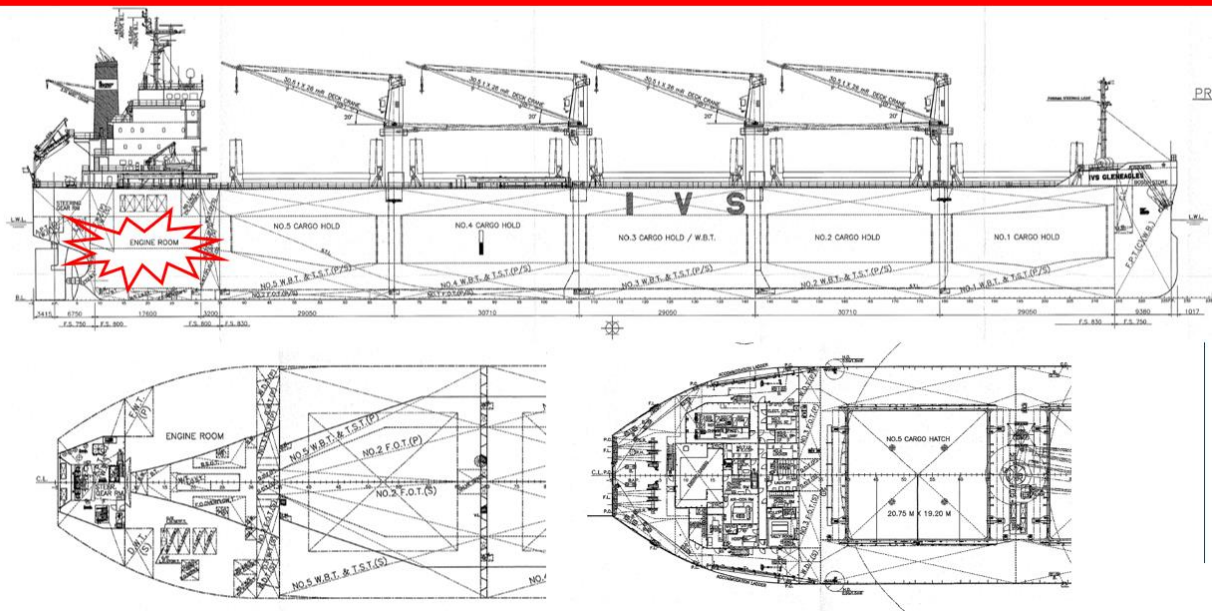
3. Development

Drifting towards shallow waters. Development of scenario law Captains decision and in coordination with MRCC, simulated by NHC.

Optional development:

- Medevac of injured persons to New Khasab Hospital in Oman... Is this a relevant and approved Hospital?
- JRCC Masqat Oman involved but MRCC Bandar Abbas is also eager and wants to take over operation
- Leaking Oil
- Naval vessels from both Iran and EU Operation Aspides in area. IVS Dunes is forced to abandon ship. Reluctant to do so...What to do?
- Iranian Forces to intervene. Threatening to take over IVS Dunes

Exercise Scenario





FIRE IN ENGINE ROOM (If vessel in port - see 14)

18

	ACTION (NOT NECESSARILY IN ORDER)
<input type="checkbox"/>	Sound the general alarm. Muster crew and passengers and determine all accounted for.
<input type="checkbox"/>	Attack the fire with appropriate fire extinguishers, but only if there is more than one person present.
<input type="checkbox"/>	If the fire cannot be brought under control swiftly the engine room must be evacuated without delay. The fixed water mist installation, if fitted, should be activated at this time. (Can be done while E/R still manned.)
<input type="checkbox"/>	Alter course away from navigation hazards and if possible, onto a heading that will assist to reduce the spread of flames.
<input type="checkbox"/>	Seal engine room and shut off ventilation once the space is confirmed unoccupied.
<input type="checkbox"/>	Activate the fixed CO2 firefighting installation if the water mist system has not extinguished the fire or is not fitted. If it is inoperative then keep the engine room sealed. The fire will eventually starve provided the engine room remains intact and no air gets in.
<input type="checkbox"/>	Activate fuel trips to shut off fuel tanks.
<input type="checkbox"/>	Broadcast an URGENCY message and advise the Company and charterers, if applicable.
<input type="checkbox"/>	Seal all cargo holds.
<input type="checkbox"/>	Start the emergency fire pump.
<input type="checkbox"/>	Deck plating and superstructure in the vicinity of the engine room should be cooled with water spray. Check all bulkheads adjacent to the engine room and apply boundary cooling as necessary.
<input type="checkbox"/>	If the engine room cannot be sealed, then a spray of water or foam should be injected through the opening using clamped hoses.
<input type="checkbox"/>	The Emergency Party wearing SCBA should check the engine room to ensure that the fire is out, and all hot surfaces cooled, as even after a fire is thought to be extinguished, the danger of re-ignition is not over until all hot surfaces have cooled. Only when this is done, and not before, should the ventilation be started, and the space opened.



FIRE IN ENGINE ROOM (If vessel in port - see 14)

18

CONTINGENCY PLAN FOR FIRE IN THE GALLEY	
1.	The majority of engine room fires are caused by fuel or oil igniting when sprayed under pressure onto a hot surface such as an exhaust. Poor housekeeping together with hotwork or spontaneous combustion of oil-soaked rags are another cause. Crankcase explosions are known to have caused major engine room fires when fuel from damaged fuel lines ignited on a hot exhaust. Due to the large concentration of electrical machinery and equipment in the engine room an electrical fire is another possibility.
2.	Good housekeeping is essential, and bilges must be kept clean and dry. Leaks must be attended to immediately and lagging kept free of oil. Fuel injection pipes should be double wall sheathed and equipment/exhausts in the vicinity of fuel, diesel, high pressure hydraulic and lubricating oil pipes should be protected against spray.
3.	Rapid intervention with appropriate portable fire extinguishers will in most instances extinguish a small fire in the engine room before it has the opportunity to do damage, but -: NEVER FIGHT A FIRE BEFORE RAISING THE ALARM!! and NEVER ATTEMPT TO FIRE THE FIRE ON YOUR OWN!!
4.	Oil-soaked lagging is liable to re-ignite when it comes in contact with fresh air if it is not cooled sufficiently.
5.	If the fire cannot be controlled with portable fire extinguishers, it should be fought by using the fixed firefighting installation. If the fixed water mist system (if fitted) is not automatically released, it should be activated as soon as possible, as it may be used while personnel are still in the E/R, and with essential machinery still running. The fixed CO2 system should be used as a last resort – but with as little delay as possible once it is determined that other methods have not been successful. It is essential to ensure that the E/R is properly sealed and remains so until the fire is extinguished.
6.	If the fixed firefighting system is inoperative and using hoses cannot control the fire, the space should be sealed, and all ventilation shut off. The fire should go out eventually provided that the engine room remains intact, and no air gets in.
7.	If the engine room cannot be sealed, then a spray of water or foam should be injected through the opening.
8.	The emergency fire pump will have to be utilised. The emergency generator should be run to supply power but the power supply to the engine room should be isolated.
9.	Take care to ensure that all accessible spaces adjoining the engine room are checked for heat build-up, and that boundary cooling is applied as necessary.
10.	Allow plenty of time before attempting to re-enter the engine room because the danger of re-ignition is not over until all hot surfaces have cooled. Two Emergency Party team members wearing appropriate PPE, SCBA and safety lines should first check the engine room. When making entry try and minimise the amount of air entering the space.
11.	Only when the engine room is declared free of hot surfaces may the ventilation be started, and the space opened. Ventilate the space thoroughly to remove toxic fumes and smoke. The oxygen content is especially important after smothering gas has been used to fight a fire. Ensure enclosed space entry procedures are followed before allowing unrestricted entry.



STRUCTURAL FAILURE / ASSESSMENT OF HULL DAMAGE

34

	ACTION (NOT NECESSARILY IN ORDER)
<input type="checkbox"/>	Sound general alarm, assemble crew and activate emergency contingency plan.
<input type="checkbox"/>	Investigate where structure has failed and is there any ingress of water in any tank or compartment.
<input type="checkbox"/>	In circumstances deemed justifiable for sending personnel onto decks that may be frequently awash with green water, at least two personnel should go to investigate. They should wear harnesses that attach them to a lifeline and to each other and should be in constant (radio) communication with the bridge.
<input type="checkbox"/>	Inform the company of the incident and related information with master's view and comments.
<input type="checkbox"/>	Whether voyage can continue or urgent repair is needed on way to destination port
<input type="checkbox"/>	Handle the ship carefully so that the failure may not spread. Consider Slowing down, changing course, de-ballasting, etc.
<input type="checkbox"/>	Check all emergency systems are ready for immediate use
<input type="checkbox"/>	Check bilge & ballast pumps are lined up ready for immediate use.
<input type="checkbox"/>	Refer loading manual/computer in relation with bending moment and shearing force and damage stability.
<input type="checkbox"/>	Activate Damage Assessment for stability through office. Send vessel's load condition to office.
<input type="checkbox"/>	Prepare life-saving equipment for evacuation if sustained damage is identified or suspected. However, abandonment by spoken orders of the master following assessment of the risk.
<input type="checkbox"/>	Contact with a Maritime Rescue Co-ordination Centre (MRCC) in case of any suspicion that the ship is damaged.
<input type="checkbox"/>	Send an URGENCY signal and upgrade to DISTRESS if the ship is confirmed as damaged.
<input type="checkbox"/>	When a loss of hull integrity is known or suspected, personnel should not be sent onto decks that are being regularly submerged or deeply awash.
<input type="checkbox"/>	When a loss of hull integrity is known and ship is in imminent danger, activate ABANDON SHIP contingency.



STRUCTURAL FAILURE / ASSESSMENT OF HULL DAMAGE

34

STRUCTURAL FAILURE

The structure failure may be caused due to sloshing/cargo movement damage to bulkhead or slamming damage to forward bottom. Routine sounding of tanks and void spaces and development of sudden list or trim do give an indication of structural failure.

Heavy cargo: Heavy cargo such as iron ore, steel product leave large unoccupied space in the cargo holds. In case of flooding, the large volume of water entered in cargo hold rapidly destroy the ship's residual buoyancy, its stability and makes vessel susceptible to structural failure due to increase of weights caused by the influx of water. Heavy cargoes place high loads on the structure, and structural failure is therefore more probable when subjected to the additional forces associated with flooding.

IMSBC Code Group A Cargo: When vessel is loaded with IMSBC Code Group A cargoes which are liable to liquefaction due to moisture, if the moisture content in the cargo is more than its TML or any ingress of water in the hold will turn such cargo rapidly in the liquid form, making vessel more susceptible to structural failure due to sloshing effect of liquid cargo and loss of GM due to free surface effect.

Structure: Deterioration of structure through corrosion, fatigue and damage is identified as a principal factor in the loss of many bulk carriers. Failing to identify such deterioration may lead to sudden and unexpected failure.

Forward flooding: Spaces forward of the collision bulkhead will, in the event of flooding, significantly affect the trim of the ship and reduce freeboard at the bow. In extreme weather condition, ship's ability to resist further escalation of flooding is compromised.

Early assessment: Master should quickly assess damage to their ships by being alert to water ingress and its consequences. The following guidelines are given to assist them in this assessment.

- Unusual motion or attitude of the vessel
- An unusual trim or heel
- Sudden changes of heel or trim will indicate flooding or in smaller ships with lighter cargoes it may indicate cargo shift.
- Jerky lateral motions can be indicative of large-scale sloshing as would be the case if a hold were flooded.
- Slowing of the ship's roll period may indicate excessive water within the hull - a serious threat to stability.
- Increases of water boarding forward decks may indicate flooding of a forward compartment. Trim and freeboard changes are notoriously difficult to assess from an after bridge.

Methods of detection:

- Hatch covers may be dislodged by pressure and/or sloshing from within a hold if flooding occurs through side shell or bulkhead.
- Sudden pressurization of compartments adjoining those that are damaged or flooded will indicate failure of internal subdivision, most notably bulkheads.
- Spaces may be monitored, either using gauging or bilge/water level alarms.
- Visual monitoring from the bridge using binoculars.
- Assessment of trim changes can in certain conditions be detected by noting the level of the horizon, when visible, against a known reference point on the foremast.
- Draught and trim can be assessed using draught gauges.

Investigation: Masters may wish to investigate any suspected water ingress more closely but preparations for evacuating the ship should be made WITHOUT DELAY and concurrent with any investigation. Remote methods of observation are preferable to sending personnel onto decks, particularly in bad weather and/or at night. Deck floodlights should be used if necessary to try and identify abnormalities. Detrimental effects on watchkeepers' night vision are of secondary importance in such circumstances.

Reference: MSC/Circ.1143



HELICOPTER EMERGENCY

30

	ACTION (NOT NECESSARILY IN ORDER)
<input type="checkbox"/>	Sound the general emergency alarm
<input type="checkbox"/>	Muster all crew, take head count, explain the emergency situation to all crew and the action plan
<input type="checkbox"/>	Inform engine room / Keep M/E on 'standby'
<input type="checkbox"/>	Fix ship's position
<input type="checkbox"/>	Alter course and speed as required to keep fire and smoke clear of deck
<input type="checkbox"/>	Initiate emergency procedures for the situation prevailing
<input type="checkbox"/>	Send "Urgency / Distress" message as applicable & inform all ships in vicinity
<input type="checkbox"/>	Establish Communication (Using portable VHF transceivers or other means)
<input type="checkbox"/>	Isolate all power to the area in the vicinity of incident
<input type="checkbox"/>	Make analysis of situation; consider priority of measures
<input type="checkbox"/>	Initiate external response if required
<input type="checkbox"/>	Ensure crew safety. Evacuate crew from helicopter as soon as possible
<input type="checkbox"/>	If possible switch off power on helicopter
<input type="checkbox"/>	Confirm readiness of Fire Main water, Fixed Fire-fighting appliances etc
<input type="checkbox"/>	Start fire pumps
<input type="checkbox"/>	Keep first aid kit, stretcher, blankets etc in readiness
<input type="checkbox"/>	Announce 'All-clear' so that the crew may safely emerge to attend to personnel rescue and firefighting operations
<input type="checkbox"/>	When ordered by command team, approach helicopter wearing protective clothing to effect rescue, using axe, wire cutters and crow bar etc as necessary
<input type="checkbox"/>	If fire is small consider use of extinguishers for fire fighting
<input type="checkbox"/>	Provide water spray or foam as applicable. Contain and extinguish the fire/explosion, if any
<input type="checkbox"/>	Keep survival crafts ready for launching if required
<input type="checkbox"/>	When fire is extinguished and crew rescued, investigate damage and check re-ignition risk
<input type="checkbox"/>	Evacuate injured to a safe & comfortable location
<input type="checkbox"/>	Assess damage to ships structure
<input type="checkbox"/>	Make notifications to relevant parties

References:

- Guide to helicopter/ ship operations
- IAMSAR



SERIOUS INJURY / ILLNESS

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	ACTION (NOT NECESSARILY IN ORDER)
A.	Initial Actions
<input type="checkbox"/>	Sound emergency alarm and muster all crew
<input type="checkbox"/>	Make the area around the injured person safe to prevent further injuries
<input type="checkbox"/>	If there is a risk of internal injury do not move the injured person until experienced medical person is present or radio medical advice is received
<input type="checkbox"/>	Bring relevant equipment (first aid kit, stretcher, resuscitator, splints etc.)
<input type="checkbox"/>	Arrange the injured in a stable side position and keep him/her warm
<input type="checkbox"/>	Administer "first aid": a. Airway kept clear b. Breathing and heartbeat ensured (otherwise Cardio Pulmonary Resuscitation required) c. Bleeding controlled (casualty not to be moved unless imperative)
<input type="checkbox"/>	Call port authorities for Ambulance if in port. Establish communication and transport casualty to hospital if possible
<input type="checkbox"/>	Consider medical evacuation (medivac) if required by consulting with relevant authorities
<input type="checkbox"/>	Inform company for seeking medical advise
B.	Subsequent Actions
<input type="checkbox"/>	Complete the form 4.1.9 (a: IN THE CASE OF ILLNESS) or form 4.1.9 (b: IN THE CASE OF INJURY) before calling for assistance, except in emergencies
<input type="checkbox"/>	Contact "Dr Dungan" or "CIRM ROME" or "The Royal Netherlands Sea Rescue Organization- Radio Medical Service" or other medical professionals for radio medical advice as per Admiralty List of radio Signals Vol.1
<input type="checkbox"/>	Since the doctor may not be aware of the contents of your ship's medical chest, have ready a complete list of the drugs and appliances available on board.
<input type="checkbox"/>	Monitor and record patient's condition and update to applicable medical service
<input type="checkbox"/>	Keep the injured warm
<input type="checkbox"/>	Protect casualty from further injury and shock



SERIOUS INJURY / ILLNESS

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<input type="checkbox"/>	Do not take minor injuries lightly, examine the casualty further for Unconsciousness b. Suspected internal bleeding c. Stab or puncture wounds d. Wounds near joints (see fractures) e. Possible fractures f. Eye injuries
<input type="checkbox"/>	Prepare for evacuation if necessary
	Inform nearest Maritime rescue co-ordination centre (MRCC) / AMVER - who will contact shipping and other sources of assistance in the vicinity
	Arrange for launch / helicopter if medical evacuation is required
	Consider deviating to nearest port after discussion with company
	Monitor patient condition continuously
	Should the crew member require further treatment in a hospital a Medical treatment form 4.1.8A is to be filled in by the Doctor providing treatment

Note:

- Company will inform P&I Club
- If the illness/injury is very serious requiring hospitalisation then the vessel's Flag is to be informed using relevant Form as required by flag state.
- The following doctors are available on a 24/7 basis:
For ships on the South African Coast and or for ships trading internationally:
Shipmed (contact details as per Section 1: Communications in the Emergency Procedure Manual
OR
If Shipmed is not available:

The Royal Netherlands Sea Rescue Organization
Radio Medical Service
Phone: +31 223 54 2500
INMARSAT- telex and email:
(Urgent MEDEVAC) 38@rmd.knrm.nl
(Regular MEDICAL) 32@rmd.knrm.nl
(Non-Urgent) 00@rmd.knrm.nl,
e-mails are automatically relayed to the doctor in charge

OR
INTERNATIONAL RADIO MEDICAL CENTRE (C.I.R.M.)
Phone: +39-06-59290263
E-Mail : telesoccorso@cirm.it
- Reference materials: International medical guide. MFAG, ALRS VOL 1 IAMSAR