

## EMERGENCY RESPONSE CENTRE EXERCISE REPORT: 29 April 2026 @ 1500 hrs SGT “Missile attack on vessel resulting in breach of hull and E/R flooding”

### 1. Purpose.

- To test company and vessel readiness should an emergency occur
- To test the ability of emergency response team 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 company response to the (simulated) media.
- To assess the effectiveness of implementation of contingency plan
- To understand and evaluate logistics requirement.
- 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

<b><u>Function</u></b>	<b><u>Name of Person</u></b>
Incident Manager	Ashish / GM - Marine
Incident Coordinator	Yin / Ship Manager
Technical Support	Sonjay/GM-Technical, Yogesh/Ship Manager
Marine Support	Ning/Marine Supt., Rajesh/DPA
Crew Support	Jasmin/Crew Manager
Event support, log keeping	Emilia
Role play	Adrian/Marine Supt.
Ship - IVS Tembe	Master / Capt. Godfrey

### 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 “Missile attack on vessel resulting in breach of hull and E/R flooding”

IVS Tembe on voyage loaded with the cargo of Limestone from PG to Tamatave while transiting Gulf of Oman, a missile hit the port side hull at water level in way of Engine Room. The contingency plans for breach of security, breach of hull (structural failure) and flooding of engine room was activated.

Master called office using 24 hrs telephone number (DPA) informing that ship port side hull was hit by missile in way of engine room at water level.

All tanks and cargo hold bilges were sounded. The ingress of water was reported in engine room space. There was a small fire in engine room, which was extinguished with portable fire extinguisher.

Necessary notifications pertaining to security, breach of hull and flooding of engine room were carried out by Master and Office.

Master to update the ship condition – Cargo/ballast/FW/bunker stowage and keep ready.

##### Ship

- Master to initiate drill as above and call office.
- Activate security, breach of hull and flooding of engine room contingency plan - check sounding of all double bottom tanks and cargo holds etc.
- Notifications to be made in conjunction with office. No external party is to be contacted. All Communication pertaining to external party is to be sent to Role Play person email and office emergency email.
- Ship loading condition - Cargo, ballast, bunkers on board is to be sent to office for damage stability assessment.
- Conduct the drill using contingency plans:
  - Security drill (damage to vessel by explosive), SSAS activation, notifying UKMTO
  - Breach of hull/structural failure

➤ Flooding of engine room

### Office

After Master's telephone call received by DPA, he updates initial report in the OneNote and sends at emergency email. He informs incident to GM-Marine who directs setting up of MS Team consisting of ERC members for responding to emergency on board the vessel. Emergency Response Centre was set up in office.

Communication was kept with the Master on WhatsApp for office support and advise.

Initial report and follow up reports are to be sent using OneNote.

Relevant internal and external parties are to be informed by office response team as required using role play. For external parties' communication – UKMTO, Flag and Port States, Class, P&I Club, Hull Insurance, Media etc, communicate with Marine Supt./Adrian on his email and copy at emergency email: [emergency@fairmontshipping.com.sg](mailto:emergency@fairmontshipping.com.sg)

## 5. Sequence of Events

Date	TIME	Initial	Event Details
29-APR-2026	1500	RS/DPA	Master call for emergency reported missile hit port side hull at water level in Engine Room while vessel was in Gulf of Oman during voyage sailing from Mina Sqar, UAE to Tamatave. Vessel was loaded with the cargo of Limestone. Master informed that there was a small fire which was immediately extinguished. The missile breached the hull resulting in water ingress in engine room. Master has activated the Security Incident/Breach of hull/Flooding of Engine room contingency plans.
29-APR-2026	1507	DPA	SSAS alert Gather all members in emergency room
29-APR-2026	1515	Ashish	Owner updated of the incident
29-APR-2026	1518	Tony	To call - P&I / Flag state
29-APR-2026	1519	Jasmin	Inform MAN agent crew all ok on board
29-APR-2026	1519	Yogesh	To inform H&M
29-APR-2026	1520	YIN/Master	Water ingress – engine reported minimize and activated emergency drill to pump out water, ship confirmed no oil. Only sea water. Port side engine room – 3 <sup>rd</sup> deck engine room side. To advise Height and Draft. Reduce Water. Slow down Save VDR data Stop internet access for all crew. No photography Master send email Emergency
29-APR-2026	1524	Tony	Informed Flag state

29-APR-2026	1525	DPA	Informed UKMTO
29-APR-2026	1525	Tony	Informed - P&I
29-APR-2026	1528	YIN/Master	ME to stop to reduce the water ingress, use Emergency Bilge Suction started. ORB entry recorded. Prepare cement box to control damage
29-APR-2026	1525	DPA	Informed - Flag / Coastal /UKMTO informed
29-APR-2026	1526	Tony	to inform Navigate / Media
29-APR-2026	1528	DPA	Master acknowledge SSAS and informs SSAS to MPA and UKMTO
29-APR-2026	1529	Jasmin	Inform Man Agent TMM about the incident and no any injury to crew
29-APR-2026	1534	DPA	Confirm receive test SSAS and inform UKTO/Flag MPA
29-APR-2026	1537	DPA	Inform AMBREY Security company for guidance about security
29-APR-2026	1541	Yogesh	Inform Local Agent, DUQM SHIPYARD
29-APR-2026	1539	DPA	Costal Port State Oman informed
29-APR-2026	1541	Yogesh	Inform ClassNK
29-APR-2026	1542	DPA	Initial report sent to Owner
29-APR-2026	1543	YIN	Ask ship to advise if any crew injury, water ingress, FORE and AFT draft, degrees vessel listing to STBD side, ME RPM WAS, stability calculation from loadicator, record ORB for bypass oily water separator, display RAM messages to nearby vessels
29-APR-2026	1546	Yogesh	Informed Hull & Machinery
29-APR-2026	1548	DPA	Port State / Maritime Authority acknowledged
29-APR-2026	1549	DPA	Sent situation report to owner
29-APR-2026	1551	Yogesh	Hull & Machinery acknowledged

29-APR-2026	1552	YIN/ASH/ Master	Ship to update : SWTB 5 / Ballasting. Check Head Count. If any injury. ME 40 RPM / 5 knots. To display RAM. Prepare Cement box
29-APR-2026	1554	TONY	Inform Class to Attend ship state
29-APR-2026	1556	Yogesh	Local Agent acknowledged Agency appointment
29-APR-2026	1601	Yogesh	Class acknowledged
29-APR-2026	1604	DPA	Owner notified, operation notified, Charterer will be notified by operation dept. Ship have been diverted to DUQM Shipyard
29-APR-2026	1605	YIN/DPA/ Master	Advise ship to proceed to shipyard and inform charterer. DUQM Shipyard Location:19.35 N/57.42 E
29-APR-2026	1606	Yogesh	Appoint local agency
29-APR-2026	1607	DPA	Inform local port state ship deviates to Duqm Shipyard for repairs. Water ingress in E/R is being coped up using emergency bilge suction. Process installing the cement box in way of ship side hull crack.
29-APR-2026	1608	Yin/Master	Ship update Cement box engine prepared and fix to stop water and send email to office for stability calculation. Ship to deviate Duqm Shipyard for repairs. DTGO: 520 NM / Speed: 10 knots – 2 Days and 4 hours. ETA: 1 May 1400LT.
29-APR-2026	1610	DPA	Flag / Coastal /UKMTO informed of vessel's deviation
29-APR-2026	1610	DPA	ship already deviated to shipyard for repairs Shipyard: Duqm Yard
29-APR-2026	1611	Ronnie	Activate Master's mobile Phone data roaming
29-APR-2026	1615	YIN/Master	Ship to update SFWD Stability calculation. Engr to update oil Record Book. VDR. Update charterer ship going for repair 2days/4hrs as per shipyard
29-APR-2026	1620	Yogesh	Arranged local Agency Seamaster Oman
29-APR-2026	1635	YIN/DPA/ Master	Drill complete – cement box dry and completed. Now water ingress stop. Ballast and back to normal condition. Vessel is deviated to Duqm yard for repairs

## 6. Conclusion

Drill was discussed and following areas were identified for improvement.

S.No.	Description	Target completion date	Responsibility	Completion date
1.	OneNote for emergency communication data needs to be switched over from Grindrod to Fairmont platform. Unable to log in now.	30 May 2026	Jeff	

Refer attached appendices:

Appendix A – Initial report & SITREP

Appendix B – SSAS notification

Appendix C – External Notifications

Appendix D – Shipboard drill report

---

**Re: Ship Shore Drill - Situation report 3 and Final**

---

From Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>

Date Wed 29/4/2026 4:38 PM

To Martin Henry (Taylor) <mph@taylormaritime.com>; FSS Emergency <emergency@fairmontshipping.com.sg>

Cc Vessel - IVS TEMBE MASTER <ivstembe.master@fairmontshipping.com.sg>

Hi All

Drill completed 29 Apr/1635 hrs SGT

<b>Ship Name:</b>	IVS TEMBE
<b>SITREP No:</b>	3, Final report
<b>Date and Time (UTC) of situation report</b>	29 April 2026 /0835 UTC
<b><u>Summary / Update of the incident</u></b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R, water from E/R is being pumped out using emergency sea suction. Ship was listed to portside after taking water in no. 5 SWBT(S). Water ingress stopped. Ship staff has installed cement box in way of crack. Vessel is deviated to Duqm yard for repairs. ETA 29 April / 2000 hrs SGT
<b>Update of the incident</b>	VDR saved
<b>Information received from:</b>	Master
<b>Number/Details of Casualties:</b>	Nil
<b>Damage:</b>	Hull plate breached – port side in way of engine
<b>Any external assistance required:</b>	Ambrey assistance requested, Yard for repairs, Taken quotes for tugs in case required.
<b>Authorities Involved:</b>	UKMTO, Flag state MPA, Port Informed, ClassNK, P&I, Hull, Tugs assistance requested

<b>Emergency Services Involved:</b>	E/R flooding and Structural Damage
<b>Response Services Involved:</b>	Media advice issued to all staff
<b>Company Emergency Response Activities:</b>	Emergency Response has been activated in office and assisting
<b>Press Media Coverage</b>	Navigate informed of the incident
<b>Press Response:</b>	Ship internet access restricted to ship's crew
<b><u>Report Sheet Issued By:</u></b>	
<b>Name:</b>	Rajesh Sharma
<b>Title:</b>	DPA
<b>Contact Details:</b>	+65 9777 8773

Kind Regards

**Capt. Rajesh Sharma | DPA/CSO**

Fairmont Shipping Singapore|1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg

For and on behalf of Owners (as Agents only)

*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>

**Sent:** Wednesday, April 29, 2026 4:20 PM

**To:** Martin Henry (Taylor) <mph@taylormaritime.com>

**Cc:** FSS Emergency <emergency@fairmontshipping.com.sg>

**Subject:** Re: Ship Shore Drill - Situation report 2

DRILL DRILL DRILL

Hi Martin

Pls note:

Wind: W x 3, sea 0.5 m swell 0.3

Vessel was listed to starboard side and water ingress stopped.

Where is this shipyard: Duqm shipyard in OMAN, ETA 29 April 2026 about 2000 hrs SGT

<b>Ship Name:</b>	IVS TEMBE
<b>SITREP No:</b>	2
<b>Date and Time (UTC) of situation report</b>	29 April 2026 /0815 UTC
<b><u>Summary / Update of the incident</u></b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R, water from E/R is being pumped out using emergency sea suction. Ship was listed to starboard side after taking water in no. 5 SWBT(S). Water ingress stopped. Ship staff is in process of installing the cement box in way of crack. Vessel is deviated to Duqm yard for repairs.
<b>Update of the incident</b>	VDR saved
<b>Information received from:</b>	Master
<b>Number/Details of Casualties:</b>	Nil
<b>Damage:</b>	Hull plate breached – port side in way of engine
<b>Any external assistance required:</b>	Ambrey assistance requested, Yard for repairs, Taken quotes for tugs in case required.
<b>Authorities Involved:</b>	UKMTO, Flag state MPA, Port Informed, ClassNK, P&I, Hull, Tugs assistance requested
<b>Emergency Services Involved:</b>	E/R flooding and Structural Damage

<b>Response Services Involved:</b>	Media advice issued to all staff
<b>Company Emergency Response Activities:</b>	Emergency Response has been activated in office and assisting
<b>Press Media Coverage</b>	Navigate informed of the incident
<b>Press Response:</b>	Ship internet access restricted to ship's crew
<b><u>Report Sheet Issued By:</u></b>	
<b>Name:</b>	Rajesh Sharma
<b>Title:</b>	DPA
<b>Contact Details:</b>	+65 9777 8773

Kind Regards

**Capt. Rajesh Sharma | DPA/CSO**

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Martin Henry - TM <mph@taylormaritime.com>

**Sent:** Wednesday, April 29, 2026 4:07 PM

**To:** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>

**Cc:** FSS Emergency <emergency@fairmontshipping.com.sg>

**Subject:** RE: Ship Shore Drill - Situation report

Thanks,

How is weather?  
Can she be listed to help with water ingress?  
Where is this shipyard and what is ETA?

---

**From:** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>  
**Sent:** Wednesday, 29 April 2026 16:04 pm  
**To:** Martin Henry - TM <mph@taylormaritime.com>  
**Cc:** FSS Emergency <emergency@fairmontshipping.com.sg>  
**Subject:** Fw: Ship Shore Drill - Situation report

DRILL DRILL DRILL

To: Owner  
To: Operation Handy OPS" <[handyops@ivs-int.com](mailto:handyops@ivs-int.com)>  
To: Charterer via operation department

Hi Martin

We are deviating vessel to Duqm Shipyard for repairs. Water ingress in E/R is being coped up using emergency bilge suction. We are in process of installing the cement box in way of ship side hull crack.

Kind Regards

**Capt. Rajesh Sharma | DPA/CSO**

Fairmont Shipping Singapore|1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659  
T +65 68361115 | M +65 9777 8773 E [rajesh.sharma@fairmontshipping.com.sg](mailto:rajesh.sharma@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Rajesh Sharma <[Rajesh.Sharma@fairmontshipping.com.sg](mailto:Rajesh.Sharma@fairmontshipping.com.sg)>  
**Sent:** Wednesday, 29 April 2026 3:49 pm  
**To:** Martin Henry (Taylor) <[mph@taylormaritime.com](mailto:mph@taylormaritime.com)>; FSS Emergency <[emergency@fairmontshipping.com.sg](mailto:emergency@fairmontshipping.com.sg)>  
**Subject:** Fw: Ship Shore Drill - Situation report

<b>Ship Name:</b>	IVS TEMBE
<b>SITREP No:</b>	1
<b>Date and Time (UTC) of situation report</b>	29 April 2026 /0748 UTC

<b><u>Summary / Update of the incident</u></b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R, water from E/R is being pumped out using emergency sea suction
<b>Update of the incident</b>	VDR saved
<b>Information received from:</b>	Master
<b>Number/Details of Casualties:</b>	Nil
<b>Damage:</b>	Hull plate breached – port side in way of engine
<b>Any external assistance required:</b>	Ambrey assistance requested
<b>Authorities Involved:</b>	UKMTO, Flag state MPA, Port Informed, ClassNK, P&I, Hull, Tugs assistance requested
<b>Emergency Services Involved:</b>	E/R flooding and Structural Damage
<b>Response Services Involved:</b>	Media advice issued to all staff
<b>Company Emergency Response Activities:</b>	Emergency Response has been activated in office and assisting
<b>Press Media Coverage</b>	Navigate informed of the incident
<b>Press Response:</b>	Ship internet access restricted to ship's crew
<b><u>Report Sheet Issued By:</u></b>	
<b>Name:</b>	Rajesh Sharma
<b>Title:</b>	DPA
<b>Contact Details:</b>	+65 9777 8773

Kind Regards

**Capt. Rajesh Sharma | DPA/CSO**

Fairmont Shipping Singapore|1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +65 9777 8773 E [rajesh.sharma@fairmontshipping.com.sg](mailto:rajesh.sharma@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



Fairmont Shipping recognizes and values each individual's right to privacy.

The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.

---

**From:** Rajesh Sharma <[Rajesh.Sharma@fairmontshipping.com.sg](mailto:Rajesh.Sharma@fairmontshipping.com.sg)>

**Sent:** Wednesday, 29 April 2026 3:14 pm

**To:** FSS Emergency <[emergency@fairmontshipping.com.sg](mailto:emergency@fairmontshipping.com.sg)>

**Subject:** Ship Shore Drill - Initial report

Initial report

<b>Ship Name</b>	IVS Tembe
<b>Date / Time of call from vessel:</b>	29 April 2026 / 0900 SMT / 0100 UTC
<b>Who contacted the Office:</b>	Master
<b>Description of Incident:</b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R
<b>Location of incident on board:</b>	Ship's hull in way of E/R
<b>Any injuries / casualties:</b>	Nil
<b>Damages:</b>	Crack in the ship's hull
<b>Date / Time of incident on board:</b>	29 April 2026 / 0855 SMT / 0055 UTC

<b>Ship's position:</b>	Latitude 25-51.8 N / Longitude 057-14.5 E
<b>Course</b>	110
<b>Speed</b>	12.0 knots
<b>Draft / free board in M</b>	F/10.31 m, A/10.72 m
<b>Cargo On-board and quantity:</b>	Limestone 36,881.172 MT
<b>Bunker quantity on board:</b>	VLFSO:151.2 MT/ LSMGO: 47.5 MT/ FW: 145 MT
<b>Any Oil Spill:</b>	Nil
<b>Approx Quantity spilt over board:</b>	Nil
<b>Next Port and distance</b>	Tamatave, Madagascar/ DTGO: 2869.8
<b><u>Weather conditions:</u></b> (upload from podium)	Wind: W x 3, sea 0.5 m swell 0.3

Kind Regards

**Capt. Rajesh Sharma** | DPA/CSO

Fairmont Shipping Singapore|1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +65 9777 8773 E [rajesh.sharma@fairmontshipping.com.sg](mailto:rajesh.sharma@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)

*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

### Fw: Test SSAS Alert From Vessel IVS Tembe

---

**From** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>

**Date** Wed 29/4/2026 3:34 PM

**To** Vessel - IVS TEMBE MASTER <ivstembe.master@fairmontshipping.com.sg>; Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>

**Cc** FSS RISK <Risk@fairmontshipping.com.sg>; FSS Emergency <emergency@fairmontshipping.com.sg>

To: Master

To: UKMTO

To: Flag State MPA

Hi Captain

Confirming receipt of SSAS. We are notifying to Flag state and UKMTO using this email.

Kind Regards

**Capt. Rajesh Sharma | DPA/CSO**

Fairmont Shipping Singapore | 1 Pickering Street, #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Podium5 SSAS Alerts <noreply@alerts.podium5.com>

**Sent:** Wednesday, April 29, 2026 3:10 PM

**To:** FSS RISK <Risk@fairmontshipping.com.sg>

**Subject:** Test SSAS Alert From Vessel IVS Tembe

**VESSEL UNDER THREAT - ACTIVE Test SSAS Alert**

 [Login](#)

---

## Test SSAS Alert - IVS Tembe (IMO 9726164)

Dear Risk Fairmont,

**This is a TEST TEST TEST alert. PLEASE BE ADVISED THAT WE HAVE RECEIVED A SSAS ALERT FROM YOUR VESSEL "IVS Tembe" (IMO: 9726164), WHICH IS NOW UNDER THREAT. DETAILS FOLLOW:**

This vessel was switched to **SSAS TEST MODE** in Podium. As such, this alert 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

 [Vessel History](#)

### Location Detail

 [Last Position](#)

### Summary

Vessel Name	IVS Tembe (9726164)
Communicator ID	INM-C (456393312)
Description	<b>SSAS Alert</b>

### Position

Latitude	51° 56' 47" N
Longitude	003° 42' 42" E
Course	099°
Speed	0.0 kn
Time of Report	2026-04-29 07:08:30Z

### Vessel Details

IMO	9726164
MMSI	563933000
Call Sign	9V2741
Type	General Cargo Ship
Flag State	Singapore
Owner	IVS BULK 554 PTE.,LTD
Master's Contact Number	ivstembe.master@fairmontshipping.com.sg
CSO's Contact Details	Risk@fairmontshipping.com.sg
ACSO's Contact Details	Risk@fairmontshipping.com.sg

### Nearest Port

Name	Rotterdam
Country	Netherlands
Latitude	52° 00' 00" N
Longitude	004° 00' 00" E
Bearing from Vessel	073°

### Nearest AIS Traffic

Name	Call Sign	Position	Distance	Bearing
IVS TEMBE	9V2741	51° 56' 47" N 003° 42' 42" E	0.0 nm	087°
BARBAROS ULUC VARDAL	3E2764	51° 55' 49" N 003° 42' 31" E	1.0 nm	187°
BERGSTRAUM	LHTR3	51° 55' 54" N 003° 44' 19" E	1.3 nm	131°
KERLI	V2RG9	51° 55' 59" N 003° 45' 24" E	1.8 nm	116°
LILLO SWAN	9HDO9	51° 55' 18" N 003° 44' 33" E	1.9 nm	143°
CORRIB FISHER	MDLW8	51° 56' 48" N 003° 46' 04" E	2.1 nm	090°
CORAL ESSBERGER	CQMX	51° 56' 08" N 003° 46' 23" E	2.4 nm	106°
EASTERN SPIRAEA	5LII3	51° 56' 16" N 003° 47' 23" E	2.9 nm	100°
LORD LUPO	ICAR	51° 57' 02" N 003° 47' 57" E	3.3 nm	086°
LOTUS	V4EG6	51° 55' 56" N 003° 37' 00" E	3.6 nm	256°

### **Weather Details**

Sig. Wave Height	1.3 m
Primary Wave Direction	020°
Ocean Current Direction	254°
Ocean Current Speed	0.7 kn
Wind Speed	21.7 kn
Wind Direction	071°
Air Temp	9.7°C
Sea Temp	10.5°C
Rel Humidity	60.2%
MSL Pressure	1026.3 hPa

### **Report Recipients**

+6598625118

[rajesh.sharma@fairmontshipping.com.sg](mailto:rajesh.sharma@fairmontshipping.com.sg)

+6597778773

[ashish.kambo@fairmontshipping.com.sg](mailto:ashish.kambo@fairmontshipping.com.sg)

[risk@fairmontshipping.com.sg](mailto:risk@fairmontshipping.com.sg)

You have received this email because you have been added to the recipients list for this vessel. To change this, [please log in to Podium](#) or contact support on [support@polestarglobal.com](mailto:support@polestarglobal.com).

---

**Re: Ship Shore Drill - UKMTO Notification**

---

**From** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>  
**Date** Wed 29/4/2026 4:08 PM  
**To** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Cc** FSS Emergency <emergency@fairmontshipping.com.sg>; Vessel - IVS TEMBE MASTER <ivstembe.master@fairmontshipping.com.sg>

To: UKMTO

Dear Sir

We are deviating vessel to Duqm Shipyard for repairs. Water ingress in E/R is being coped up using emergency bilge suction. We are in process of installing the cement box in way of ship side hull crack.

Kind Regards

**Capt. Rajesh Sharma | DPA/CSO**

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>  
**Sent:** Wednesday, 29 April 2026 3:24 pm  
**To:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Cc:** FSS Emergency <emergency@fairmontshipping.com.sg>; Vessel - IVS TEMBE MASTER <ivstembe.master@fairmontshipping.com.sg>  
**Subject:** Fw: Ship Shore Drill - UKMTO Notification

To: UKMTO

Dear Sir

Refer initial report from Master, we notify you that vessel had missile attack in way of E/R.

We request assistance to Master.

Kind Regards

**Capt. Rajesh Sharma | DPA/CSO**

Fairmont Shipping Singapore|1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>

**Sent:** Wednesday, 29 April 2026 3:14 pm

**To:** FSS Emergency <emergency@fairmontshipping.com.sg>

**Subject:** Ship Shore Drill - Initial report

Initial report

<b>Ship Name</b>	IVS Tembe
<b>Date / Time of call from vessel:</b>	29 April 2026 / 0900 SMT / 0100 UTC
<b>Who contacted the Office:</b>	Master
<b>Description of Incident:</b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R
<b>Location of incident on board:</b>	Ship's hull in way of E/R
<b>Any injuries / casualties:</b>	Nil
<b>Damages:</b>	Crack in the ship's hull

<b>Date / Time of incident on board:</b>	29 April 2026 / 0855 SMT / 0055 UTC
<b>Ship's position:</b>	Latitude 25-51.8 N / Longitude 057-14.5 E
<b>Course</b>	110
<b>Speed</b>	12.0 knots
<b>Draft / free board in M</b>	F/10.31 m, A/10.72 m
<b>Cargo On-board and quantity:</b>	Limestone 36,881.172 MT
<b>Bunker quantity on board:</b>	VLFSO:151.2 MT/ LSMGO: 47.5 MT/ FW: 145 MT
<b>Any Oil Spill:</b>	Nil
<b>Approx Quantity spilt over board:</b>	Nil
<b>Next Port and distance</b>	Tamatave, Madagascar/ DTGO: 2869.8
<b><u>Weather conditions:</u></b> ( upload from podium)	Wind: W x 3, sea 0.5 m swell 0.3

Kind Regards

**Capt. Rajesh Sharma | DPA/CSO**

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**Re: Ship Shore Drill - Nearest port state notification**

---

**From** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>  
**Date** Wed 29/4/2026 4:07 PM  
**To** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Cc** FSS Emergency <emergency@fairmontshipping.com.sg>

To: OMAN Port State

Dear Sir

We are deviating vessel to Duqm Shipyard for repairs. Water ingress in E/R is being coped up using emergency bilge suction. We are in process of installing the cement box in way of ship side hull crack.

Kind Regards

**Capt. Rajesh Sharma | DPA/CSO**

Fairmont Shipping Singapore|1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Sent:** Wednesday, April 29, 2026 3:48 PM  
**To:** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>  
**Cc:** FSS Emergency <emergency@fairmontshipping.com.sg>  
**Subject:** Re: Ship Shore Drill - Nearest port state notification

**THIS IS A DRILL**

The Omani Port State / Maritime Authority acknowledges receipt of your notification regarding the incident onboard MV IVS TEMBE (IMO 9726164) while transiting within the region.

We note the reported missile impact in way of the Engine Room, resulting in hull damage and water ingress. We also note that, as per your initial report, there are no casualties and no pollution observed at this stage.

We request you to kindly provide the following additional information on an urgent basis:  
Current position (Lat/Long) and confirmation if vessel remains within Omani SAR / coastal waters

Status of Engine Room flooding and damage control measures in place

Propulsion and maneuverability status

Confirmation of crew safety and headcount

Any pollution or risk of pollution

Whether external assistance (tug/salvage) is required

In the meantime, please be advised:

Maintain continuous monitoring of the vessel's structural integrity and stability

Take all necessary precautions to prevent pollution

Keep a continuous listening watch on VHF Ch. 16 and relevant working channels

Follow instructions from regional maritime and naval authorities, if contacted

Subject to your confirmation and assessment of the situation, we are prepared to coordinate assistance, including towage or emergency response support, as required.

Kindly keep us closely updated on the vessel's condition and any changes in the situation.

Yours faithfully,

For and on behalf of  
Oman Port State / Maritime Authority

**THIS IS A DRILL**

Best Regards

**Capt. Adrian Achim | Marine Superintendent / FSTO**

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +40 724532593 | E [Adrian.Achim@fairmontshipping.com.sg](mailto:Adrian.Achim@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be*

subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.

---

**From:** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>  
**Sent:** Wednesday, April 29, 2026 3:39 PM  
**To:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Cc:** FSS Emergency <emergency@fairmontshipping.com.sg>  
**Subject:** Fw: Ship Shore Drill - Nearest port state notification

To: OMAN Port State

Dear Sir

Refer initial report from Master, we notify you that vessel had missile attack in way of E/R.  
We request assistance to Master.

Kind Regards

**Capt. Rajesh Sharma | DPA/CSO**

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659  
T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg  
For and on behalf of Owners (as Agents only)



Fairmont Shipping recognizes and values each individual's right to privacy.

The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.

---

**From:** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>  
**Sent:** Wednesday, 29 April 2026 3:14 pm  
**To:** FSS Emergency <emergency@fairmontshipping.com.sg>  
**Subject:** Ship Shore Drill - Initial report

Initial report

<b>Ship Name</b>	IVS Tembe
<b>Date / Time of call from vessel:</b>	29 April 2026 / 0900 SMT / 0100 UTC

<b>Who contacted the Office:</b>	Master
<b>Description of Incident:</b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R
<b>Location of incident on board:</b>	Ship's hull in way of E/R
<b>Any injuries / casualties:</b>	Nil
<b>Damages:</b>	Crack in the ship's hull
<b>Date / Time of incident on board:</b>	29 April 2026 / 0855 SMT / 0055 UTC
<b>Ship's position:</b>	Latitude 25-51.8 N / Longitude 057-14.5 E
<b>Course</b>	110
<b>Speed</b>	12.0 knots
<b>Draft / free board in M</b>	F/10.31 m, A/10.72 m
<b>Cargo On-board and quantity:</b>	Limestone 36,881.172 MT
<b>Bunker quantity on board:</b>	VLFSO:151.2 MT/ LSMGO: 47.5 MT/ FW: 145 MT
<b>Any Oil Spill:</b>	Nil
<b>Approx Quantity spilt over board:</b>	Nil
<b>Next Port and distance</b>	Tamatave, Madagascar/ DTGO: 2869.8

<b><u>Weather conditions:</u></b> ( upload from podium)	Wind: W x 3, sea 0.5 m swell 0.3

Kind Regards

**Capt. Rajesh Sharma** | DPA/CSO

Fairmont Shipping Singapore|1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**Fw: Ship Shore Drill - Situation report**

---

**From** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>  
**Date** Wed 29/4/2026 4:04 PM  
**To** Martin Henry (Taylor) <mph@taylormaritime.com>  
**Cc** FSS Emergency <emergency@fairmontshipping.com.sg>

**DRILL DRILL DRILL**

**To:** Owner  
**To:** Operation Handy OPS" <handyops@ivs-int.com>  
**To:** Charterer via operation department

Hi Martin

We are deviating vessel to Duqm Shipyard for repairs. Water ingress in E/R is being coped up using emergency bilge suction. We are in process of installing the cement box in way of ship side hull crack.

Kind Regards

**Capt. Rajesh Sharma | DPA/CSO**

Fairmont Shipping Singapore|1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659  
T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg  
For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>  
**Sent:** Wednesday, 29 April 2026 3:49 pm  
**To:** Martin Henry (Taylor) <mph@taylormaritime.com>; FSS Emergency <emergency@fairmontshipping.com.sg>  
**Subject:** Fw: Ship Shore Drill - Situation report

<b>Ship Name:</b>	IVS TEMBE
-------------------	-----------

<b>SITREP No:</b>	1
<b>Date and Time (UTC) of situation report</b>	29 April 2026 /0748 UTC
<b><u>Summary / Update of the incident</u></b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R, water from E/R is being pumped out using emergency sea suction
<b>Update of the incident</b>	VDR saved
<b>Information received from:</b>	Master
<b>Number/Details of Casualties:</b>	Nil
<b>Damage:</b>	Hull plate breached – port side in way of engine
<b>Any external assistance required:</b>	Ambrey assistance requested
<b>Authorities Involved:</b>	UKMTO, Flag state MPA, Port Informed, ClassNK, P&I, Hull, Tugs assistance requested
<b>Emergency Services Involved:</b>	E/R flooding and Structural Damage
<b>Response Services Involved:</b>	Media advice issued to all staff
<b>Company Emergency Response Activities:</b>	Emergency Response has been activated in office and assisting
<b>Press Media Coverage</b>	Navigate informed of the incident
<b>Press Response:</b>	Ship internet access restricted to ship's crew
<b><u>Report Sheet Issued By:</u></b>	
<b>Name:</b>	Rajesh Sharma

<b>Title:</b>	DPA
<b>Contact Details:</b>	+65 9777 8773

Kind Regards

**Capt. Rajesh Sharma** | DPA/CSO

Fairmont Shipping Singapore | 1 Pickering Street, #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg

For and on behalf of Owners (as Agents only)



Fairmont Shipping recognizes and values each individual's right to privacy.

The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.

**From:** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>

**Sent:** Wednesday, 29 April 2026 3:14 pm

**To:** FSS Emergency <emergency@fairmontshipping.com.sg>

**Subject:** Ship Shore Drill - Initial report

Initial report

<b>Ship Name</b>	IVS Tembe
<b>Date / Time of call from vessel:</b>	29 April 2026 / 0900 SMT / 0100 UTC
<b>Who contacted the Office:</b>	Master
<b>Description of Incident:</b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R
<b>Location of incident on board:</b>	Ship's hull in way of E/R

<b>Any injuries / casualties:</b>	Nil
<b>Damages:</b>	Crack in the ship's hull
<b>Date / Time of incident on board:</b>	29 April 2026 / 0855 SMT / 0055 UTC
<b>Ship's position:</b>	Latitude 25-51.8 N / Longitude 057-14.5 E
<b>Course</b>	110
<b>Speed</b>	12.0 knots
<b>Draft / free board in M</b>	F/10.31 m, A/10.72 m
<b>Cargo On-board and quantity:</b>	Limestone 36,881.172 MT
<b>Bunker quantity on board:</b>	VLFSO:151.2 MT/ LSMGO: 47.5 MT/ FW: 145 MT
<b>Any Oil Spill:</b>	Nil
<b>Approx Quantity spilt over board:</b>	Nil
<b>Next Port and distance</b>	Tamatave, Madagascar/ DTGO: 2869.8
<b><u>Weather conditions:</u></b> ( upload from podium)	Wind: W x 3, sea 0.5 m swell 0.3

Kind Regards

**Capt. Rajesh Sharma** | DPA/CSO

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**Fw: Ship Shore Drill - Situation report**

---

**From** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>  
**Date** Wed 29/4/2026 4:04 PM  
**To** Martin Henry (Taylor) <mph@taylormaritime.com>  
**Cc** FSS Emergency <emergency@fairmontshipping.com.sg>

**DRILL DRILL DRILL**

**To:** Owner  
**To:** Operation Handy OPS" <handyops@ivs-int.com>  
**To:** Charterer via operation department

Hi Martin

We are deviating vessel to Duqm Shipyard for repairs. Water ingress in E/R is being coped up using emergency bilge suction. We are in process of installing the cement box in way of ship side hull crack.

Kind Regards

**Capt. Rajesh Sharma | DPA/CSO**

Fairmont Shipping Singapore|1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659  
T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg  
For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>  
**Sent:** Wednesday, 29 April 2026 3:49 pm  
**To:** Martin Henry (Taylor) <mph@taylormaritime.com>; FSS Emergency <emergency@fairmontshipping.com.sg>  
**Subject:** Fw: Ship Shore Drill - Situation report

<b>Ship Name:</b>	IVS TEMBE
-------------------	-----------

<b>SITREP No:</b>	1
<b>Date and Time (UTC) of situation report</b>	29 April 2026 /0748 UTC
<b><u>Summary / Update of the incident</u></b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R, water from E/R is being pumped out using emergency sea suction
<b>Update of the incident</b>	VDR saved
<b>Information received from:</b>	Master
<b>Number/Details of Casualties:</b>	Nil
<b>Damage:</b>	Hull plate breached – port side in way of engine
<b>Any external assistance required:</b>	Ambrey assistance requested
<b>Authorities Involved:</b>	UKMTO, Flag state MPA, Port Informed, ClassNK, P&I, Hull, Tugs assistance requested
<b>Emergency Services Involved:</b>	E/R flooding and Structural Damage
<b>Response Services Involved:</b>	Media advice issued to all staff
<b>Company Emergency Response Activities:</b>	Emergency Response has been activated in office and assisting
<b>Press Media Coverage</b>	Navigate informed of the incident
<b>Press Response:</b>	Ship internet access restricted to ship's crew
<b><u>Report Sheet Issued By:</u></b>	
<b>Name:</b>	Rajesh Sharma

<b>Title:</b>	DPA
<b>Contact Details:</b>	+65 9777 8773

Kind Regards

**Capt. Rajesh Sharma** | DPA/CSO

Fairmont Shipping Singapore|1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

**From:** Rajesh Sharma <Rajesh.Sharma@fairmontshipping.com.sg>

**Sent:** Wednesday, 29 April 2026 3:14 pm

**To:** FSS Emergency <emergency@fairmontshipping.com.sg>

**Subject:** Ship Shore Drill - Initial report

Initial report

<b>Ship Name</b>	IVS Tembe
<b>Date / Time of call from vessel:</b>	29 April 2026 / 0900 SMT / 0100 UTC
<b>Who contacted the Office:</b>	Master
<b>Description of Incident:</b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R
<b>Location of incident on board:</b>	Ship's hull in way of E/R

<b>Any injuries / casualties:</b>	Nil
<b>Damages:</b>	Crack in the ship's hull
<b>Date / Time of incident on board:</b>	29 April 2026 / 0855 SMT / 0055 UTC
<b>Ship's position:</b>	Latitude 25-51.8 N / Longitude 057-14.5 E
<b>Course</b>	110
<b>Speed</b>	12.0 knots
<b>Draft / free board in M</b>	F/10.31 m, A/10.72 m
<b>Cargo On-board and quantity:</b>	Limestone 36,881.172 MT
<b>Bunker quantity on board:</b>	VLFSO:151.2 MT/ LSMGO: 47.5 MT/ FW: 145 MT
<b>Any Oil Spill:</b>	Nil
<b>Approx Quantity spilt over board:</b>	Nil
<b>Next Port and distance</b>	Tamatave, Madagascar/ DTGO: 2869.8
<b><u>Weather conditions:</u></b> ( upload from podium)	Wind: W x 3, sea 0.5 m swell 0.3

Kind Regards

**Capt. Rajesh Sharma** | DPA/CSO

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +65 9777 8773 E rajesh.sharma@fairmontshipping.com.sg

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**Re: DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST //// VESSEL HIT BY MISSILE**

---

**From** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>  
**Date** Wed 29 Apr 2026 4:19 PM  
**To** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Cc** FSS Emergency <emergency@fairmontshipping.com.sg>

DRILL DRILL DRILL

To Seamaster local agent

Dear Agent,  
Good Day!

Please note vessel has temporary stopped the water ingress into the ER by installation of cement box.

We will not be requiring Salvage assistance for now.

Vessel is now heading to the Duqm ODC shipyard for permanent repairs under her own power.

We require your assistance for :

1. Arranging all local port formalities
2. Arranging Duqm Shipyard berth for the vessel repair to be carried out
3. Arranging tug boat for berthing on the shipyard repair berth.

Thank you & Best Regards,

**Yogesh Negi** | *Ship Manager*

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659  
T.+65-68361115 | M. +65 8858 7985 |  
E. [Yogesh.negi@fairmontshipping.com.sg](mailto:Yogesh.negi@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>  
**Sent:** Wednesday, 29 April 2026 4:06 pm  
**To:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Cc:** FSS Emergency <emergency@fairmontshipping.com.sg>  
**Subject:** DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST //// VESSEL HIT BY MISSILE

DRILL DRILL DRILL

To SEAMASTER OMAN ( LOCAL AGENCY)

Dear Agent,  
Good Day!

Please note we would like to appoint your agency as Owner agents for our vessel IVS TEMBE to make all necessary arrangement for the vessel to be taken to the nearest ODC Shipyard.

We require your assistance for :

1. Arranging all local port formalities
2. Arranging Duqm Shipyard berth for the vessel repair to be carried out
3. Arranging tug boat service for towing the vessel to the Shipyard from the present location

Kindly send your official PDA when ready.

We wish to divert the vessel to ODC Shipyard for permanent repairs.

Please take this mail as official appointment for the arrangement.

Kindly send us the confirmation from Duqm ODC shipyard when received.

Thank you & Best Regards,

**Yogesh Negi | Ship Manager**

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T.+65-68361115 | M. +65 8858 7985 |

E. [Yogesh.negi@fairmontshipping.com.sg](mailto:Yogesh.negi@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**Re: DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST //// VESSEL HIT BY MISSILE**

---

**From** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>

**Date** Wed 29 Apr 2026 4:15 PM

**To** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>; FSS Emergency <emergency@fairmontshipping.com.sg>

DRILL DRILL DRILL

To H&M Underwriters

Dear Sirs,  
Good Day!

Thank you for your acknowledgement mail.

Detailed assessment of the extent of structural damage, including location, size, and nature of the hull breach

>>> Vessel has cracked breach on the ER bulkhead 3<sup>rd</sup> Deck Port side  
Frame no 27-28  
Draft of ingress : 10.5 mtrs

Updates on the rate of water ingress and effectiveness of damage control measures

>>> ME has been stopped now to reduce the water ingress.

Vessel ballasting is being carried to list vessel on the stbd side.

Crew is has prepared and installed the cement box to temporary stop the water ingress into the ER. Presently they have reported no leakage.

Current status of machinery, including main engine and auxiliary systems

>>> ME has been stopped and vessel other auxiliary systems are running normal

Confirmation of vessel's stability condition and any corrective actions taken (ballasting/de-ballasting)

>>> Reverting once received from the vessel.

Photographs, videos, and supporting documentation evidencing the damage

>>> Reverting once received from the vessel.

We also request that all relevant records be preserved, including:

Deck and Engine logbooks

VDR data

Damage reports and crew statements

>>> Reverting once received from the vessel.

Please note that no repairs or permanent remedial actions should be undertaken without prior consultation with Underwriters, except where necessary to ensure the safety of the vessel, crew, and environment.

>>> Noted on above. Presently vessel will be heading to Duqm ODC Shipyard for repairs. Request attendance from H&M side to assist the vessel during repairs.

Thank you & Best Regards,

**Yogesh Negi** | *Ship Manager*

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659  
T.+65-68361115 | M. +65 8858 7985 |  
E. [Yogesh.negi@fairmontshipping.com.sg](mailto:Yogesh.negi@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>

**Sent:** Wednesday, 29 April 2026 3:51 pm

**To:** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>; FSS Emergency <emergency@fairmontshipping.com.sg>

**Subject:** Re: DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST //// VESSEL HIT BY MISSILE

## **THIS IS A DRILL**

We acknowledge receipt of your notification regarding the incident involving MV IVS TEMBE (IMO 9726164) and thank you for the prompt advice.

We note that the vessel has reportedly sustained a missile impact to the port side hull in way of the Engine Room at waterline level, resulting in a breach and water ingress. We further note that the vessel is currently implementing onboard contingency measures.

From a Hull & Machinery (H&M) insurance perspective, we kindly request the following:  
Detailed assessment of the extent of structural damage, including location, size, and nature of the hull breach

Updates on the rate of water ingress and effectiveness of damage control measures

Current status of machinery, including main engine and auxiliary systems

Confirmation of vessel's stability condition and any corrective actions taken (ballasting/de-ballasting)

Photographs, videos, and supporting documentation evidencing the damage

We also request that all relevant records be preserved, including:

Deck and Engine logbooks

VDR data

Damage reports and crew statements

Please note that no repairs or permanent remedial actions should be undertaken without prior consultation with Underwriters, except where necessary to ensure the safety of the vessel, crew, and environment.

We are currently reviewing the situation and will consider appointing a surveyor/adjuster at the earliest suitable port or location, in coordination with Owners and Class.

Kindly keep us closely informed of any developments, particularly regarding:

Changes in ingress rate or vessel condition

Requirement for salvage or towage assistance

Any escalation affecting hull integrity or machinery

We remain on standby to assist and support as required.

Yours faithfully,

For and on behalf of  
Hull & Machinery Underwriters

**THIS IS A DRILL**

Best Regards

**Capt. Adrian Achim | Marine Superintendent / FSTO**

Fairmont Shipping Singapore | 1 Pickering Street, #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +40 724532593 | E [Adrian.Achim@fairmontshipping.com.sg](mailto:Adrian.Achim@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)

 **FAIRMONT** | EVERYTHING MATTERS

 **TAMAR**  
SHIP MANAGEMENT

*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>

**Sent:** Wednesday, April 29, 2026 3:46 PM

**To:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>; FSS Emergency <emergency@fairmontshipping.com.sg>

**Subject:** DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST ///// VESSEL HIT BY MISSILE

To :

H&M insurance

Dear Sirs,  
Good Day!

Please note our managed vessel IVS TEMBE Master has informed that the vessel was hit by an airborne missile on the port side of the hull.

Vessel is loaded with cargo of Limestone from transiting from PG to Tamatave.

While transiting Gulf of Oman, a missile hit the port side hull at water level in way of Engine Room at the water draft level and vessel is currently taking in water. ( Rate of ingress to be declared later after information received from vessel)

Vessel present co-ordinates : 25 degrees 51.8'W & 057 Degrees 14.5'E

Vessel is 17 N-m from Oman Coast

Breach of hull is reported at 10.50 Mtrs and vessel is activating contingency plans onboard.

Present draft of vessel :

FWD : 10.31 mtrs

AFT : 10.72 Mtrs.

We have contacted MRCC, Flag State , P&I for their assistance.

Further details will be shared with the Class once received from the vessel Master.

Request you to kindly be standby for emergency assistance.

Thank you & Best Regards,

**Yogesh Negi** | *Ship Manager*

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T.+65-68361115 | M. +65 8858 7985 |

E. [Yogesh.negi@fairmontshipping.com.sg](mailto:Yogesh.negi@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**Re: DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST //// VESSEL HIT BY MISSILE**

---

**From** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>  
**Date** Wed 29 Apr 2026 4:32 PM  
**To** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>; FSS Emergency <emergency@fairmontshipping.com.sg>

DRILL DRILL DRILL

To ClassNK ( m2@classnk.or.jp)

Dear Sirs,  
Good Day!

Thank you for your acknowledgement email.

Our feedback is as below :

Detailed assessment of the extent of structural damage, including location, size, and nature of the hull breach  
>>> Vessel has cracked breach on the ER bulkhead 3rd Deck Port side  
Frame no 27-28  
Draft of ingress : 10.5 mtrs

Updates on the rate of water ingress and effectiveness of damage control measures  
>>> ME has been stopped now to reduce the water ingress.  
Vessel ballasting is being carried to list vessel on the stbd side.  
Crew is has prepared and istalled the cement box to temporary stop the water ingress into the ER. Presently they have reported no leakage.

Current status of machinery, including main engine and auxiliary systems  
>>> ME has been stopped and vessel other auxiliary systems are running normal

Confirmation of vessel's stability condition and any corrective actions taken (ballasting/de-ballasting)  
>>> Reverting once received from the vessel.

Photographs, videos, and supporting documentation evidencing the damage  
>>> Reverting once received from the vessel.

We also request that all relevant records be preserved, including:  
Deck and Engine logbooks  
VDR data  
Damage reports and crew statements

>>> Reverting once received from the vessel.

Please note that no repairs or permanent remedial actions should be undertaken without prior consultation with Underwriters, except where necessary to ensure the safety of the vessel, crew, and environment.  
>>> Noted on above. Presently vessel will be heading to Duqm ODC Shipyard for repairs. Request attendance from ClassNK side to assist the vessel during repairs.

Thank you & Best Regards,

**Yogesh Negi** | *Ship Manager*

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659  
T.+65-68361115 | M. +65 8858 7985 |  
E. [Yogesh.negi@fairmontshipping.com.sg](mailto:Yogesh.negi@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>

**Sent:** Wednesday, 29 April 2026 4:01 pm

**To:** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>; FSS Emergency <emergency@fairmontshipping.com.sg>

**Subject:** Re: DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST //// VESSEL HIT BY MISSILE

## **THIS IS A DRILL**

We acknowledge receipt of your notification regarding the incident onboard MV IVS TEMBE (IMO 9726164) and thank you for the prompt information.

We note that the vessel has sustained a missile impact to the port side hull in way of the Engine Room, resulting in structural damage and water ingress. We further note that the vessel is presently implementing contingency measures.

From ClassNK perspective, we confirm that emergency support has been activated.

ClassNK Emergency Contact (PIC):

A dedicated ClassNK Emergency Response Coordinator has been assigned and will contact you separately. In the meantime, you may reach our 24/7 emergency desk at:  
ClassNK Emergency Response Center (ERC)  
Email: [emergency@classnk.or.jp](mailto:emergency@classnk.or.jp)  
Tel: +81-3-5226-2020

**Immediate Requirements:**

Kindly provide the following information at the earliest:

Detailed damage description, including location, extent, and any structural deformation

Rate of water ingress and status of flooding control

Updated stability condition, including tank soundings and any corrective measures taken

Status of main engine and auxiliary machinery

Confirmation of class-related damages affecting watertight integrity

**Guidance:**

Ensure all temporary measures are taken to maintain watertight integrity and vessel safety

No permanent repairs are to be carried out without Class approval, except emergency actions required for safety

Maintain full records and evidence of damage and actions taken

**Survey Attendance:**

We are arranging for Class surveyor attendance at the nearest suitable port/repair facility (likely Oman region / Duqm), subject to vessel's condition and Owners' plan. Remote assessment may also be initiated based on information received.

We remain on standby to support Owners and vessel and will coordinate closely with all involved parties.

Kindly keep us closely updated with the situation development.

Yours faithfully,

For and on behalf of  
ClassNK (Nippon Kaiji Kyokai)

**THIS IS A DRILL**

Best Regards

**Capt. Adrian Achim | Marine Superintendent / FSTO**

Fairmont Shipping Singapore | 1 Pickering Street, #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +40 724532593 | E [Adrian.Achim@fairmontshipping.com.sg](mailto:Adrian.Achim@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use,*

*dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>

**Sent:** Wednesday, April 29, 2026 3:42 PM

**To:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>; FSS Emergency <emergency@fairmontshipping.com.sg>

**Subject:** DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST ///// VESSEL HIT BY MISSILE

To :

CLASSNK ( m2@classnk.or.jp)

Dear Sirs,  
Good Day!

Please note our managed vessel IVS TEMBE Master has informed that the vessel was hit by an airborne missile on the port side of the hull.

Vessel is loaded with cargo of Limestone from transiting from PG to Tamatave.

While transiting Gulf of Oman, a missile hit the port side hull at water level in way of Engine Room at the water draft level and vessel is currently taking in water. ( Rate of ingress to be declared later after information received from vessel)

Vessel present co-ordinates : 25 degrees 51.8'W & 057 Degrees 14.5'E

Vessel is 17 N-m from Oman Coast

Breach of hull is reported at 10.50 Mtrs and vessel is activating contingency plans onboard.

Present draft of vessel :

FWD : 10.31 mtrs  
AFT : 10.72 Mtrs.

We have contacted MRCC, Flag State , P&I for their assistance.

Kindly advise URGENTLY:

1. Details of ClassNK PIC to be contacted for EMERGENCY ASSISTANCE

Further details will be shared with the Class once received from the vessel Master.

Request you to kindly be standby for emergency assistance.

Thank you & Best Regards,

**Yogesh Negi** | *Ship Manager*

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T.+65-68361115 | M. +65 8858 7985 |

E. [Yogesh.negi@fairmontshipping.com.sg](mailto:Yogesh.negi@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**Re: DRILL DRILL DRILL : IVS TEMBE : Incident**

---

**From** Ning Wu <Ning.Wu@fairmontshipping.com.sg>  
**Date** Wed 29/4/2026 3:37 PM  
**To** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Cc** FSS RISK <Risk@fairmontshipping.com.sg>

THIS IS A DRILL

To : MPA  
From : Fairmont Shipping Singapore

Dear Sir / Madam

We confirmed that the following :

1. No injuries or casualties reported
2. No pollution observed at this stage
3. Fire in Engine Room extinguished
4. Vessel remains underway
5. We are monitoring the Vessel's structural integrity and flooding status. Vessel stability condition is in a safe range.
6. SSAS has been activated and received.
7. UKMTO has been notified.

We will keep MPA informed situation develops.

Best Regards

**Captain WU NING** / Marine Superintendent

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +86 18953804568 | E [Ning.Wu@fairmontshipping.com.sg](mailto:Ning.Wu@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose.*

*This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s.*

*Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws.*

*If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Sent:** Wednesday, April 29, 2026 3:29 PM  
**To:** Ning Wu <Ning.Wu@fairmontshipping.com.sg>  
**Cc:** FSS RISK <Risk@fairmontshipping.com.sg>  
**Subject:** Re: DRILL DRILL DRILL : IVS TEMBE : Incident Initial report

THIS IS A DRILL

We refer to your notification regarding the incident onboard MV IVS TEMBE (IMO 9726164).

The Maritime and Port Authority of Singapore (MPA), as Flag Administration, acknowledges receipt of your initial report concerning the missile impact on the port side hull in way of the Engine Room, resulting in structural damage and water ingress.

We note the following from your report:

- No injuries or casualties reported
- No pollution observed at this stage
- Fire in Engine Room extinguished
- Vessel remains underway

Kindly ensure the following actions are being undertaken and keep us duly updated:

Continuous monitoring of the vessel's structural integrity and flooding status, including stability condition.

Verification that all safety and damage control measures are fully implemented in accordance with the vessel's contingency plans.

Close monitoring for any potential pollution, with immediate reporting should any spillage occur.

Maintain communication with relevant coastal authorities in the vicinity, as appropriate.

Arrange for Class attendance/assessment at the earliest safe opportunity.

Provide regular updates on:

- Engine Room condition and flooding level
- Propulsion and maneuverability status
- Crew safety and well-being
- Any change in vessel's operational condition

Additionally, please confirm:

Whether SSAS has been activated

If UKMTO has been notified

Current risk assessment regarding navigation through the area

MPA will continue to monitor the situation closely. Kindly submit follow-up reports as the situation develops.

Yours faithfully,

Flag State Administration  
Maritime and Port Authority of Singapore (MPA)

THIS IS A DRILL

Best Regards

**Capt. Adrian Achim | Marine Superintendent / FSTO**

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +40 724532593 | E Adrian.Achim@fairmontshipping.com.sg

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Ning Wu <Ning.Wu@fairmontshipping.com.sg>  
**Sent:** Wednesday, April 29, 2026 3:24 PM  
**To:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Cc:** FSS RISK <Risk@fairmontshipping.com.sg>  
**Subject:** DRILL DRILL DRILL : IVS TEMBE : Incident Initial report

To : MPA  
From : Fairmont Shipping Singapore

Dear Sir / Madam

Kindly please note that one incident happened on our managed vessel IVS TEMBE , IMO : 9726164.

Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R.

We are handling this incident as per our contingency plan.

The Initial report as below, We will keep you updated the incident in due course.

Initial report

<b>Ship Name</b>	IVS Tembe
<b>Date / Time of call from vessel:</b>	29 April 2026 / 0900 SMT / 0100 UTC
<b>Who contacted the Office:</b>	Master
<b>Description of Incident:</b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R
<b>Location of incident on board:</b>	Ship's hull in way of E/R
<b>Any injuries / casualties:</b>	Nil
<b>Damages:</b>	Crack in the ship's hull
<b>Date / Time of incident on board:</b>	29 April 2026 / 0855 SMT / 0055 UTC
<b>Ship's position:</b>	Latitude 25-51.8 N / Longitude 057-14.5 E
<b>Course</b>	110
<b>Speed</b>	12.0 knots
<b>Draft / free board in M</b>	F/10.31 m, A/10.72 m
<b>Cargo On-board and quantity:</b>	Limestone 36,881.172 MT
<b>Bunker quantity on board:</b>	VLFSO:151.2 MT/ LSMGO: 47.5 MT/ FW: 145 MT

<b>Any Oil Spill:</b>	Nil
<b>Approx Quantity spilt over board:</b>	Nil
<b>Next Port and distance</b>	Tamatave, Madagascar/ DTGO: 2869.8
<b><u>Weather conditions:</u></b> ( upload from podium)	Wind: W x 3, sea 0.5 m swell 0.3

Best Regards

**Captain WU NING** / Marine Superintendent

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +86 18953804568 | E [Ning.Wu@fairmontshipping.com.sg](mailto:Ning.Wu@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose.*

*This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s.*

*Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**Re: DRILL DRILL DRILL : IVS TEMBE : Incident Situation report 1**

---

**From** Ning Wu <Ning.Wu@fairmontshipping.com.sg>  
**Date** Wed 29/4/2026 3:53 PM  
**To** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Cc** FSS RISK <Risk@fairmontshipping.com.sg>

**THIS IS A DRILL**

**To :** UK P&I  
**From :** Fairmont Shipping Singapore

Dear Sir / Madam

Thank for your confirmation.

We confirmed that the following :

1. No injuries or casualties reported
2. No pollution observed at this stage
3. Fire in Engine Room extinguished
4. Vessel remains underway to be nearest shipyard for repairing. Speed about 5 knots.
5. We are monitoring the Vessel's structural integrity and flooding status. Vessel stability condition is in a safe range.
6. SSAS has been activated and received.
7. UKMTO has been notified.
8. CLASS and H&M have been informed.
9. Oman Port State / Maritime Authority has been informed.

Situation report 1

<b>Ship Name:</b>	IVS TEMBE
<b>SITREP No:</b>	1
<b>Date and Time (UTC) of situation report</b>	29 April 2026 /0748 UTC

<b><u>Summary / Update of the incident</u></b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R, water from E/R is being pumped out using emergency sea suction
<b>Update of the incident</b>	VDR saved
<b>Information received from:</b>	Master
<b>Number/Details of Casualties:</b>	Nil
<b>Damage:</b>	Hull plate breached – port side in way of engine
<b>Any external assistance required:</b>	Ambrey assistance requested
<b>Authorities Involved:</b>	UKMTO, Flag state MPA, Port Informed, ClassNK, P&I, Hull, Tugs assistance requested
<b>Emergency Services Involved:</b>	E/R flooding and Structural Damage
<b>Response Services Involved:</b>	Media advice issued to all staff
<b>Company Emergency Response Activities:</b>	Emergency Response has been activated in office and assisting
<b>Press Media Coverage</b>	Navigate informed of the incident
<b>Press Response:</b>	Ship internet access restricted to ship's crew
<b><u>Report Sheet Issued By:</u></b>	
<b>Name:</b>	Rajesh Sharma
<b>Title:</b>	DPA
<b>Contact Details:</b>	+65 9777 8773

Owners are taking all prudent steps to safeguard life, property, and the environment, and we will keep you updated for the further updates.

## **THIS IS A DRILL**

Best Regards

**Captain WU NING** / Marine Superintendent

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +86 18953804568 | E [Ning.Wu@fairmontshipping.com.sg](mailto:Ning.Wu@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose.*

*This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s.*

*Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws.*

*If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>

**Sent:** Wednesday, April 29, 2026 3:39 PM

**To:** Ning Wu <Ning.Wu@fairmontshipping.com.sg>

**Cc:** FSS RISK <Risk@fairmontshipping.com.sg>

**Subject:** Re: DRILL DRILL DRILL : IVS TEMBE : Incident Initial report

## **THIS IS A DRILL**

We acknowledge receipt of your notification regarding the incident onboard MV IVS TEMBE (IMO 9726164) and thank you for the prompt initial report.

We note that the vessel has sustained a missile impact to the port side hull in way of the Engine Room, resulting in structural damage and water ingress. We further note that no injuries or casualties have been reported and no pollution has been observed at this stage.

From a P&I perspective, we kindly request that you:

Maintain close monitoring for any actual or potential pollution, and report immediately should any discharge occur or be suspected.

Take all necessary measures to mitigate third-party liabilities, including risks related to pollution, wreck removal, cargo damage, and crew welfare.  
Preserve all relevant evidence and documentation, including deck and engine logbooks, statements, photographs, and VDR data.  
Ensure that all actions and communications are fully recorded.

Please also provide, at your earliest convenience:  
Updated status of Engine Room flooding and vessel's stability condition  
Confirmation of propulsion and maneuverability  
Assessment on whether salvage or towage assistance may be required  
Details of notifications made to coastal/flag authorities  
Any changes in the vessel's condition or risk profile

Should the situation escalate, we stand ready to appoint local correspondents, surveyors, and legal representatives as required to protect the Owners' interests.

We trust Owners are taking all prudent steps to safeguard life, property, and the environment, and we look forward to receiving your further updates.

Yours faithfully,

For and on behalf of  
UK P&I Club

**THIS IS A DRILL**

Best Regards

**Capt. Adrian Achim | Marine Superintendent / FSTO**

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659  
T +65 68361115 | M +40 724532593 | E [Adrian.Achim@fairmontshipping.com.sg](mailto:Adrian.Achim@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Ning Wu <Ning.Wu@fairmontshipping.com.sg>  
**Sent:** Wednesday, April 29, 2026 3:25 PM  
**To:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Cc:** FSS RISK <Risk@fairmontshipping.com.sg>  
**Subject:** DRILL DRILL DRILL : IVS TEMBE : Incident Initial report

To : UK P&I  
From : Fairmont Shipping Singapore

Dear Sir / Madam

Kindly please note that one incident happened on our managed vessel IVS TEMBE , IMO : 9726164.

Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R.

We are handling this incident as per our contingency plan.

The Initial report as below, We will keep you updated the incident in due course.

Initial report

<b>Ship Name</b>	IVS Tembe
<b>Date / Time of call from vessel:</b>	29 April 2026 / 0900 SMT / 0100 UTC
<b>Who contacted the Office:</b>	Master
<b>Description of Incident:</b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R
<b>Location of incident on board:</b>	Ship's hull in way of E/R
<b>Any injuries / casualties:</b>	Nil
<b>Damages:</b>	Crack in the ship's hull
<b>Date / Time of incident on board:</b>	29 April 2026 / 0855 SMT / 0055 UTC
<b>Ship's position:</b>	Latitude 25-51.8 N / Longitude 057-14.5 E

<b>Course</b>	110
<b>Speed</b>	12.0 knots
<b>Draft / free board in M</b>	F/10.31 m, A/10.72 m
<b>Cargo On-board and quantity:</b>	Limestone 36,881.172 MT
<b>Bunker quantity on board:</b>	VLFSO:151.2 MT/ LSMGO: 47.5 MT/ FW: 145 MT
<b>Any Oil Spill:</b>	Nil
<b>Approx Quantity spilt over board:</b>	Nil
<b>Next Port and distance</b>	Tamatave, Madagascar/ DTGO: 2869.8
<b><u>Weather conditions:</u></b> ( upload from podium)	Wind: W x 3, sea 0.5 m swell 0.3

Best Regards

**Captain WU NING** / Marine Superintendent

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +86 18953804568 | E [Ning.Wu@fairmontshipping.com.sg](mailto:Ning.Wu@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose.*

*This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s.*

*Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**Re: DRILL DRILL DRILL : IVS TEMBE : Incident Situation report 1**

---

**From** Ning Wu <Ning.Wu@fairmontshipping.com.sg>  
**Date** Wed 29/4/2026 3:57 PM  
**To** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Cc** FSS RISK <Risk@fairmontshipping.com.sg>

**THIS IS A DRILL**

To : Navigate Response ( Media )  
From : Fairmont Shipping Singapore

Dear Sir / Madam

Thank for your confirmation.

Both the office staff and ship staff have been instructed:

1. Maintain a controlled and consistent communication approach.
2. All external communications should be centralized and pre-cleared
3. Avoid sharing unverified or evolving operational details
4. Refrain from attributing cause or responsibility at this early stage

We confirmed that the following :

1. No injuries or casualties reported
2. No pollution observed at this stage
3. Fire in Engine Room extinguished
4. Vessel remains underway to be nearest shipyard for repairing. Speed about 5 knots.
5. We are monitoring the Vessel's structural integrity and flooding status. Vessel stability condition is in a safe range.
6. SSAS has been activated and received.
7. UKMTO has been notified.
8. CLASS and H&M have been informed.
9. Oman Port State / Maritime Authority has been informed.

Situation report 1

<b>Ship Name:</b>	IVS TEMBE
-------------------	-----------

<b>SITREP No:</b>	1
<b>Date and Time (UTC) of situation report</b>	29 April 2026 /0748 UTC
<b><u>Summary / Update of the incident</u></b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R, water from E/R is being pumped out using emergency sea suction
<b>Update of the incident</b>	VDR saved
<b>Information received from:</b>	Master
<b>Number/Details of Casualties:</b>	Nil
<b>Damage:</b>	Hull plate breached – port side in way of engine
<b>Any external assistance required:</b>	Ambrey assistance requested
<b>Authorities Involved:</b>	UKMTO, Flag state MPA, Port Informed, ClassNK, P&I, Hull, Tugs assistance requested
<b>Emergency Services Involved:</b>	E/R flooding and Structural Damage
<b>Response Services Involved:</b>	Media advice issued to all staff
<b>Company Emergency Response Activities:</b>	Emergency Response has been activated in office and assisting
<b>Press Media Coverage</b>	Navigate informed of the incident
<b>Press Response:</b>	Ship internet access restricted to ship's crew
<b><u>Report Sheet Issued By:</u></b>	

<b>Name:</b>	Rajesh Sharma
<b>Title:</b>	DPA
<b>Contact Details:</b>	+65 9777 8773

Owners are taking all prudent steps to safeguard life, property, and the environment, and we will keep you updated for the further updates.

## THIS IS A DRILL

Best Regards

**Captain WU NING** / Marine Superintendent

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +86 18953804568 | E [Ning.Wu@fairmontshipping.com.sg](mailto:Ning.Wu@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose.*

*This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s.*

*Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws.*

*If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>

**Sent:** Wednesday, April 29, 2026 3:43 PM

**To:** Ning Wu <Ning.Wu@fairmontshipping.com.sg>

**Cc:** FSS RISK <Risk@fairmontshipping.com.sg>

**Subject:** Re: DRILL DRILL DRILL : IVS TEMBE : Incident

## THIS IS A DRILL

We acknowledge receipt of your notification regarding the incident involving MV IVS TEMBE (IMO 9726164).

We understand the sensitivity of the reported missile strike and confirm that we have initiated media monitoring and response protocols.

At this stage, we recommend maintaining a controlled and consistent communication approach. Based on the information provided, we propose the following initial holding statement for any external or media inquiries:

“We are aware of an incident involving the vessel IVS TEMBE while transiting the Gulf of Oman. The situation is currently being managed in accordance with established safety and emergency procedures. All crew are reported safe, and there are no reports of pollution at this time. We are closely monitoring the situation and will provide further updates as appropriate.”

Further actions on our side include:

- Continuous monitoring of global and regional media channels for any coverage or speculation
- Tracking of social media activity related to the incident
- Preparing Q&A and escalation lines for potential press engagement
- Advising on stakeholder-specific messaging, if required

Recommendations:

- All external communications should be centralized and pre-cleared
- Avoid sharing unverified or evolving operational details
- Refrain from attributing cause or responsibility at this early stage

Please keep us updated with any significant developments, especially changes in vessel condition, environmental status, or involvement of authorities, as these may impact media handling strategy.

We remain on standby to support with further statements or media engagement as required.

Yours faithfully,

Navigate Response  
Crisis Communications Team

**THIS IS A DRILL**

Best Regards

**Capt. Adrian Achim | Marine Superintendent / FSTO**

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659  
T +65 68361115 | M +40 724532593 | E [Adrian.Achim@fairmontshipping.com.sg](mailto:Adrian.Achim@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.

---

**From:** Ning Wu <Ning.Wu@fairmontshipping.com.sg>  
**Sent:** Wednesday, April 29, 2026 3:28 PM  
**To:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Cc:** FSS RISK <Risk@fairmontshipping.com.sg>  
**Subject:** DRILL DRILL DRILL : IVS TEMBE : Incident

To : Navigate Response ( Media )  
From : Fairmont Shipping Singapore

Dear Sir / Madam

Kindly please note that one incident happened on our managed vessel IVS TEMBE , IMO : 9726164.

Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R.

We are handling this incident as per our contingency plan.

The Initial report as below, We will keep you updated the incident in due course.

Initial report

<b>Ship Name</b>	IVS Tembe
<b>Date / Time of call from vessel:</b>	29 April 2026 / 0900 SMT / 0100 UTC
<b>Who contacted the Office:</b>	Master
<b>Description of Incident:</b>	Missile attack portside hull in way of E/R, there is crack in hull and water ingress in E/R
<b>Location of incident on board:</b>	Ship's hull in way of E/R
<b>Any injuries / casualties:</b>	Nil
<b>Damages:</b>	Crack in the ship's hull

<b>Date / Time of incident on board:</b>	29 April 2026 / 0855 SMT / 0055 UTC
<b>Ship's position:</b>	Latitude 25-51.8 N / Longitude 057-14.5 E
<b>Course</b>	110
<b>Speed</b>	12.0 knots
<b>Draft / free board in M</b>	F/10.31 m, A/10.72 m
<b>Cargo On-board and quantity:</b>	Limestone 36,881.172 MT
<b>Bunker quantity on board:</b>	VLFSO:151.2 MT/ LSMGO: 47.5 MT/ FW: 145 MT
<b>Any Oil Spill:</b>	Nil
<b>Approx Quantity spilt over board:</b>	Nil
<b>Next Port and distance</b>	Tamatave, Madagascar/ DTGO: 2869.8
<b><u>Weather conditions:</u></b> ( upload from podium)	Wind: W x 3, sea 0.5 m swell 0.3

Best Regards

**Captain WU NING / Marine Superintendent**

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +86 18953804568 | E [Ning.Wu@fairmontshipping.com.sg](mailto:Ning.Wu@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose.*

*This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s.*

*Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**Re: DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST //// VESSEL HIT BY MISSILE**

---

**From** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>  
**Date** Wed 29 Apr 2026 4:19 PM  
**To** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Cc** FSS Emergency <emergency@fairmontshipping.com.sg>

DRILL DRILL DRILL

To Seamaster local agent

Dear Agent,  
Good Day!

Please note vessel has temporary stopped the water ingress into the ER by installation of cement box.

We will not be requiring Salvage assistance for now.

Vessel is now heading to the Duqm ODC shipyard for permanent repairs under her own power.

We require your assistance for :

1. Arranging all local port formalities
2. Arranging Duqm Shipyard berth for the vessel repair to be carried out
3. Arranging tug boat for berthing on the shipyard repair berth.

Thank you & Best Regards,

**Yogesh Negi** | *Ship Manager*

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659  
T.+65-68361115 | M. +65 8858 7985 |  
E. [Yogesh.negi@fairmontshipping.com.sg](mailto:Yogesh.negi@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>  
**Sent:** Wednesday, 29 April 2026 4:06 pm  
**To:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>  
**Cc:** FSS Emergency <emergency@fairmontshipping.com.sg>  
**Subject:** DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST ///// VESSEL HIT BY MISSILE

DRILL DRILL DRILL

To SEAMASTER OMAN ( LOCAL AGENCY)

Dear Agent,  
Good Day!

Please note we would like to appoint your agency as Owner agents for our vessel IVS TEMBE to make all necessary arrangement for the vessel to be taken to the nearest ODC Shipyard.

We require your assistance for :

1. Arranging all local port formalities
2. Arranging Duqm Shipyard berth for the vessel repair to be carried out
3. Arranging tug boat service for towing the vessel to the Shipyard from the present location

Kindly send your official PDA when ready.

We wish to divert the vessel to ODC Shipyard for permanent repairs.

Please take this mail as official appointment for the arrangement.

Kindly send us the confirmation from Duqm ODC shipyard when received.

Thank you & Best Regards,

**Yogesh Negi | Ship Manager**

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T.+65-68361115 | M. +65 8858 7985 |

E. [Yogesh.negi@fairmontshipping.com.sg](mailto:Yogesh.negi@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**Re: DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST //// VESSEL HIT BY MISSILE**

---

**From** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>

**Date** Wed 29 Apr 2026 4:15 PM

**To** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>; FSS Emergency <emergency@fairmontshipping.com.sg>

DRILL DRILL DRILL

To H&M Underwriters

Dear Sirs,  
Good Day!

Thank you for your acknowledgement mail.

Detailed assessment of the extent of structural damage, including location, size, and nature of the hull breach

>>> Vessel has cracked breach on the ER bulkhead 3<sup>rd</sup> Deck Port side  
Frame no 27-28  
Draft of ingress : 10.5 mtrs

Updates on the rate of water ingress and effectiveness of damage control measures

>>> ME has been stopped now to reduce the water ingress.  
Vessel ballasting is being carried to list vessel on the stbd side.  
Crew is has prepared and installed the cement box to temporary stop the water ingress into the ER. Presently they have reported no leakage.

Current status of machinery, including main engine and auxiliary systems

>>> ME has been stopped and vessel other auxiliary systems are running normal

Confirmation of vessel's stability condition and any corrective actions taken (ballasting/de-ballasting)

>>> Reverting once received from the vessel.

Photographs, videos, and supporting documentation evidencing the damage

>>> Reverting once received from the vessel.

We also request that all relevant records be preserved, including:

Deck and Engine logbooks

VDR data

Damage reports and crew statements

>>> Reverting once received from the vessel.

Please note that no repairs or permanent remedial actions should be undertaken without prior consultation with Underwriters, except where necessary to ensure the safety of the vessel, crew, and environment.

>>> Noted on above. Presently vessel will be heading to Duqm ODC Shipyard for repairs. Request attendance from H&M side to assist the vessel during repairs.

Thank you & Best Regards,

**Yogesh Negi** | *Ship Manager*

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659  
T.+65-68361115 | M. +65 8858 7985 |  
E. [Yogesh.negi@fairmontshipping.com.sg](mailto:Yogesh.negi@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>

**Sent:** Wednesday, 29 April 2026 3:51 pm

**To:** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>; FSS Emergency <emergency@fairmontshipping.com.sg>

**Subject:** Re: DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST //// VESSEL HIT BY MISSILE

**THIS IS A DRILL**

We acknowledge receipt of your notification regarding the incident involving MV IVS TEMBE (IMO 9726164) and thank you for the prompt advice.

We note that the vessel has reportedly sustained a missile impact to the port side hull in way of the Engine Room at waterline level, resulting in a breach and water ingress. We further note that the vessel is currently implementing onboard contingency measures.

From a Hull & Machinery (H&M) insurance perspective, we kindly request the following:  
Detailed assessment of the extent of structural damage, including location, size, and nature of the hull breach

Updates on the rate of water ingress and effectiveness of damage control measures

Current status of machinery, including main engine and auxiliary systems

Confirmation of vessel's stability condition and any corrective actions taken (ballasting/de-ballasting)

Photographs, videos, and supporting documentation evidencing the damage

We also request that all relevant records be preserved, including:

Deck and Engine logbooks

VDR data

Damage reports and crew statements

Please note that no repairs or permanent remedial actions should be undertaken without prior consultation with Underwriters, except where necessary to ensure the safety of the vessel, crew, and environment.

We are currently reviewing the situation and will consider appointing a surveyor/adjuster at the earliest suitable port or location, in coordination with Owners and Class.

Kindly keep us closely informed of any developments, particularly regarding:

Changes in ingress rate or vessel condition

Requirement for salvage or towage assistance

Any escalation affecting hull integrity or machinery

We remain on standby to assist and support as required.

Yours faithfully,

For and on behalf of  
Hull & Machinery Underwriters

**THIS IS A DRILL**

Best Regards

**Capt. Adrian Achim | Marine Superintendent / FSTO**

Fairmont Shipping Singapore | 1 Pickering Street, #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +40 724532593 | E [Adrian.Achim@fairmontshipping.com.sg](mailto:Adrian.Achim@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)

 **FAIRMONT** | EVERYTHING MATTERS

 **TAMAR**  
SHIP MANAGEMENT

*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>

**Sent:** Wednesday, April 29, 2026 3:46 PM

**To:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>; FSS Emergency <emergency@fairmontshipping.com.sg>

**Subject:** DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST ///// VESSEL HIT BY MISSILE

To :

H&M insurance

Dear Sirs,  
Good Day!

Please note our managed vessel IVS TEMBE Master has informed that the vessel was hit by an airborne missile on the port side of the hull.

Vessel is loaded with cargo of Limestone from transiting from PG to Tamatave.

While transiting Gulf of Oman, a missile hit the port side hull at water level in way of Engine Room at the water draft level and vessel is currently taking in water. ( Rate of ingress to be declared later after information received from vessel)

Vessel present co-ordinates : 25 degrees 51.8'W & 057 Degrees 14.5'E

Vessel is 17 N-m from Oman Coast

Breach of hull is reported at 10.50 Mtrs and vessel is activating contingency plans onboard.

Present draft of vessel :

FWD : 10.31 mtrs

AFT : 10.72 Mtrs.

We have contacted MRCC, Flag State , P&I for their assistance.

Further details will be shared with the Class once received from the vessel Master.

Request you to kindly be standby for emergency assistance.

Thank you & Best Regards,

**Yogesh Negi** | *Ship Manager*

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T.+65-68361115 | M. +65 8858 7985 |

E. [Yogesh.negi@fairmontshipping.com.sg](mailto:Yogesh.negi@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**Re: DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST //// VESSEL HIT BY MISSILE**

---

**From** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>  
**Date** Wed 29 Apr 2026 4:32 PM  
**To** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>; FSS Emergency <emergency@fairmontshipping.com.sg>

DRILL DRILL DRILL

To ClassNK ( m2@classnk.or.jp)

Dear Sirs,  
Good Day!

Thank you for your acknowledgement email.

Our feedback is as below :

Detailed assessment of the extent of structural damage, including location, size, and nature of the hull breach  
>>> Vessel has cracked breach on the ER bulkhead 3rd Deck Port side  
Frame no 27-28  
Draft of ingress : 10.5 mtrs

Updates on the rate of water ingress and effectiveness of damage control measures  
>>> ME has been stopped now to reduce the water ingress.  
Vessel ballasting is being carried to list vessel on the stbd side.  
Crew is has prepared and istalled the cement box to temporary stop the water ingress into the ER. Presently they have reported no leakage.

Current status of machinery, including main engine and auxiliary systems  
>>> ME has been stopped and vessel other auxiliary systems are running normal

Confirmation of vessel's stability condition and any corrective actions taken (ballasting/de-ballasting)  
>>> Reverting once received from the vessel.

Photographs, videos, and supporting documentation evidencing the damage  
>>> Reverting once received from the vessel.

We also request that all relevant records be preserved, including:  
Deck and Engine logbooks  
VDR data  
Damage reports and crew statements

>>> Reverting once received from the vessel.

Please note that no repairs or permanent remedial actions should be undertaken without prior consultation with Underwriters, except where necessary to ensure the safety of the vessel, crew, and environment.  
>>> Noted on above. Presently vessel will be heading to Duqm ODC Shipyard for repairs. Request attendance from ClassNK side to assist the vessel during repairs.

Thank you & Best Regards,

**Yogesh Negi** | *Ship Manager*

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659  
T.+65-68361115 | M. +65 8858 7985 |  
E. [Yogesh.negi@fairmontshipping.com.sg](mailto:Yogesh.negi@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>

**Sent:** Wednesday, 29 April 2026 4:01 pm

**To:** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>; FSS Emergency <emergency@fairmontshipping.com.sg>

**Subject:** Re: DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST //// VESSEL HIT BY MISSILE

## **THIS IS A DRILL**

We acknowledge receipt of your notification regarding the incident onboard MV IVS TEMBE (IMO 9726164) and thank you for the prompt information.

We note that the vessel has sustained a missile impact to the port side hull in way of the Engine Room, resulting in structural damage and water ingress. We further note that the vessel is presently implementing contingency measures.

From ClassNK perspective, we confirm that emergency support has been activated.

ClassNK Emergency Contact (PIC):

A dedicated ClassNK Emergency Response Coordinator has been assigned and will contact you separately. In the meantime, you may reach our 24/7 emergency desk at:  
ClassNK Emergency Response Center (ERC)  
Email: [emergency@classnk.or.jp](mailto:emergency@classnk.or.jp)  
Tel: +81-3-5226-2020

**Immediate Requirements:**

Kindly provide the following information at the earliest:

Detailed damage description, including location, extent, and any structural deformation

Rate of water ingress and status of flooding control

Updated stability condition, including tank soundings and any corrective measures taken

Status of main engine and auxiliary machinery

Confirmation of class-related damages affecting watertight integrity

**Guidance:**

Ensure all temporary measures are taken to maintain watertight integrity and vessel safety

No permanent repairs are to be carried out without Class approval, except emergency actions required for safety

Maintain full records and evidence of damage and actions taken

**Survey Attendance:**

We are arranging for Class surveyor attendance at the nearest suitable port/repair facility (likely Oman region / Duqm), subject to vessel's condition and Owners' plan. Remote assessment may also be initiated based on information received.

We remain on standby to support Owners and vessel and will coordinate closely with all involved parties.

Kindly keep us closely updated with the situation development.

Yours faithfully,

For and on behalf of  
ClassNK (Nippon Kaiji Kyokai)

**THIS IS A DRILL**

Best Regards

**Capt. Adrian Achim | Marine Superintendent / FSTO**

Fairmont Shipping Singapore | 1 Pickering Street, #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T +65 68361115 | M +40 724532593 | E [Adrian.Achim@fairmontshipping.com.sg](mailto:Adrian.Achim@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use,*

*dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

---

**From:** Yogesh Negi <yogesh.negi@fairmontshipping.com.sg>

**Sent:** Wednesday, April 29, 2026 3:42 PM

**To:** Adrian Achim <Adrian.Achim@fairmontshipping.com.sg>; FSS Emergency <emergency@fairmontshipping.com.sg>

**Subject:** DRILL : IVS TEMBE : URGENT ASSISTANCE REQUEST ///// VESSEL HIT BY MISSILE

To :

CLASSNK ( m2@classnk.or.jp)

Dear Sirs,  
Good Day!

Please note our managed vessel IVS TEMBE Master has informed that the vessel was hit by an airborne missile on the port side of the hull.

Vessel is loaded with cargo of Limestone from transiting from PG to Tamatave.

While transiting Gulf of Oman, a missile hit the port side hull at water level in way of Engine Room at the water draft level and vessel is currently taking in water. ( Rate of ingress to be declared later after information received from vessel)

Vessel present co-ordinates : 25 degrees 51.8'W & 057 Degrees 14.5'E

Vessel is 17 N-m from Oman Coast

Breach of hull is reported at 10.50 Mtrs and vessel is activating contingency plans onboard.

Present draft of vessel :

FWD : 10.31 mtrs  
AFT : 10.72 Mtrs.

We have contacted MRCC, Flag State , P&I for their assistance.

Kindly advise URGENTLY:

1. Details of ClassNK PIC to be contacted for EMERGENCY ASSISTANCE

Further details will be shared with the Class once received from the vessel Master.

Request you to kindly be standby for emergency assistance.

Thank you & Best Regards,

**Yogesh Negi** | *Ship Manager*

Fairmont Shipping Singapore | 1 Pickering Street , #08-00 Great Eastern Centre, Suite 5, Singapore 048659

T.+65-68361115 | M. +65 8858 7985 |

E. [Yogesh.negi@fairmontshipping.com.sg](mailto:Yogesh.negi@fairmontshipping.com.sg)

For and on behalf of Owners (as Agents only)



*Fairmont Shipping recognizes and values each individual's right to privacy.*

*The information and data, including any attachment in this e-mail, is intended only for the above-stated recipient/s and shall exclusively be used only for legitimate business purpose. This e-mail may contain personal, proprietary, and/or confidential information and recipient/s shall ensure that all information herein shall not be subject to further processing or disclosure without the consent of the original sender/s. Any use, dissemination, distribution, and/or reproduction of this message and/or any attachment hereto by unintended recipients is prohibited and shall be subject to penalties under the applicable data privacy laws. If you receive this message in error, please notify the sender and delete this message from your system immediately.*

## Appendix D - Shipboard Drill Reports

A	SHIP OR PORT AREA DESCRIPTION		
Date	29 April 2026		
Name of Ship	IVS TEMBE		
Flag	SINGAPORE		
Master	CAPT GODFREY G.GIMOTEA		
SSO	CHIEF OFFICE		
Location of ship (Lat & Long) (at sea, at anchor, in port)	AT SEA Lat: 25-52.4N, Long: 056-54.3E		
Port Facility Security Officer	N/A		
Number of those involved passengers, crew, other port personnel	22 CREW		
Reporting Officer	CHIEF OFFICER		
Ship Operation (loading/discharging cargo, bunkering, awaiting pilot etc.)	LADEN UNDERWAY USING ENGINE		
Port area description (If relevant)	N/A		
Date, time and place if incident	29 APRIL 2026 0600UTC		
B	BRIEF DESCRIPTION OF INCIDENT OR THREAT:		
Vessel hit by missile at port side in way of Engine room, resulting in hull breach and water ingress. Small fire in E/R extinguished			
C	NUMBER OF ALLEGED OFFENDERS		
Crew	NIL	Other	
D	NAMES, NATIONALITY AND DOB/POB DETAILS OF ALLEGED OFFENDERS (IF POSSIBLE)		
NIL			
E	NUMBER OF ALLEGED VICTIMS		
Crew	NIL	Other	
F	NATURES AND SEVERITY OF INJURY SUSTAINED		
Name	NIL	Injury	
Name		Injury	
Name		Injury	
G	TYPES OF DANGEROUS SUBSTANCES/DEVICES/WEAPONS USED (GUNS, EXPLOSIVES, KNIVES ETC)		
Missile			
H	HOW WERE THE SECURITY MEASURES CIRCUMVENTED? METHOD USED TO INTRODUCE DANGEROUS SUBSTANCES OR DEVICES INTO THE PORT FACILITY OR SHIP		
Airborne strike/ Missile impact at water level			

**3. SPP Appendix 6.2 SHIP SECURITY PLAN  
REPORT ON SECURITY INCIDENT AND BREACHES OF SECURITY**

*Reporting Forms Manual*

Persons	NIL
Baggage	NIL
Cargo	NIL
Ship Stores	NIL
Other	NIL
Where were the devices/items described concealed?	Engine room Port side
How were the items described used and where?	

<b>I</b>	<b>ACTION TAKEN</b>
----------	---------------------

Sounded General Emergency Alarm all crew mustered at station with lifejackets and immersion suits for headcount  
 Fire parties deployed hoses and extinguished to contain and extinguish a simulated fire in the Engine Room  
 Prepared emergency materials (cement, wooden plugs, steel plates) to seal the simulated hull breach on the port side  
 Chief Engine initial bilge pumping system to manage simulated water ingress monitoring vessel's stability and list  
 Established simulated Emergency contact with CSO and local naval authorities to report the strike.

<b>J</b>	<b>SUBSEQUENT ACTION</b>
----------	--------------------------

Conducted a thorough visual inspection of the engine room and adjacent compartment for simulated structural  
 Held a post drill meeting to discuss strengths, weaknesses and response time of each emergency squad  
 Stowed all fire fighting and damage control gear back to their original positions in ready to use condition  
 Record all drill activities and timing in the Deck Log Book, Engine Log Book and Official Log Book

<b>K</b>	<b>WHAT MEASURES ARE RECOMMENDED TO PREVENT RECURRENCE OF A SIMILAR EVENT?</b>
----------	--

Conduct more frequent ' Damage control" table-top exercises to improve decision making under pressure  
 Ensure all Emergency manholes and escape routes in the Engine Room a kept clear and well marked  
 Strengthen "Hardened house" procedure and lookout protocols when transiting high-risk piracy war zones.

Reported To: (as required)	Capt RAJESH SHARMA
CSO	Capt RAJESH SHARMA
Company	FAIRMONT SHIPPING SINGAPORE
Local Authorities	UKMTO

<b>CSO</b>	<b>Date</b>	
Appropriate authorities informed by CSO (Upon receipt of a security incident report, the CSO files a written report of said incident, to the appropriate authorities.)		

&lt;TRIM CALCULATION&gt; "IVS TEMBE"

Apr.29,2026 18:11

CONDITION : Drill Rotterdam 29 Apr 2026

ITEM	DENSITY (T/M3)	%	WEIGHT (MT)	LCG (M)	MOMENT (MT-M)	VCG (M)	MOMENT (MT-M)	TCG (M)	MOMENT (MT-M)	RHO X I (MT-M)
LIGHT WEIGHT			8861.0	7.72	68407	9.61	85154	0.00	0	
D.W. CONSTANT			250.0	50.00	12500	10.72	2680	0.00	0	
PROV. AND CONSUM.			0.0	0.00	0	0.00	0	0.00	0	
F.W.T(P)	1.0000 W ( 30.5)		44.0	82.36	3624	11.68	514	-8.28	-364	173
D.I.S.T(S)	1.0000 W ( 77.9)		56.0	83.71	4688	12.76	714	7.89	442	81
D.W.T(S)	1.0000 W ( 69.5)		57.0	80.92	4613	12.54	715	8.31	474	111
F.W. SUB TOTAL			157		12924		1943		551	366
No1 F.O.T(C)	0.9800 W ( 2.3)		5.2	-10.85	-56	0.02	0	0.00	0	260
No2 F.O.T(P)	0.9800 W ( 2.2)		5.0	18.08	90	0.02	0	-2.42	-12	255
No2 F.O.T(S)	0.9800 W ( 2.3)		5.3	17.95	95	0.02	0	2.40	13	260
No3 F.O.T(C)	0.9800 W ( 39.4)		129.7	45.93	5956	0.34	44	0.00	0	946
No4 F.O.T(P)	0.9800 W ( 2.2)		6.0	61.12	367	1.84	11	-6.78	-41	294
No4 F.O.T(S)	0.9800 W ( * )		*	*	*	*	*	*	*	*
F.O. SUB TOTAL			151		6452		55		-40	2015
D.O.T(P)	0.9000 W ( * )		*	*	*	*	*	*	*	*
D.O.T(S)	0.9000 W ( 62.4)		47.5	61.15	2905	5.17	246	1.20	57	3
D.O. SUB TOTAL			48		2905		246		57	3
										(S.F(CF/MT))
No1 CARGO(C)	1.2178 W ( 66.4)		5600.2	-65.68	-367830	6.49	36332	0.00	0	29.000
No2 CARGO(C)	1.2178 W ( 65.3)		8200.0	-40.02	-328148	6.31	51762	0.00	0	29.000
No3 CARGO(C)	* 1.2178 W ( 51.7)		6500.0	-11.23	-72975	5.36	34812	-0.13	-865	29.000
No4 CARGO(C)	* 1.2178 W ( 63.7)		8000.0	18.20	145600	6.20	49600	0.00	0	29.000
No5 CARGO(C)	* 1.2178 W ( 72.9)		8580.0	45.90	393822	7.04	60432	0.00	0	29.000
NO.1 CARGO (BALE)	0.7370 W ( * )		*	*	*	*	*	*	*	*
CARGO SUB TOTAL			36880		-229532		232939		-865	
F.P.T.(C)	1.0200 W ( 0.3)		2.1	-82.98	-173	0.02	0	0.00	0	600
No1 W.B.T(P)	1.0200 % ( * )		*	*	*	*	*	*	*	*
No1 W.B.T(S)	1.0200 % ( * )		*	*	*	*	*	*	*	*
No1 S.W.B.T(P)	1.0200 % ( * )		*	*	*	*	*	*	*	*
No1 S.W.B.T(S)	1.0250 % ( 86.0)		740.6	-66.09	-48948	8.44	6251	11.02	8163	551
No2 W.B.T(P)	1.0200 W ( 2.7)		19.5	-39.55	-771	0.02	0	-7.26	-142	8101
No2 W.B.T(S)	1.0200 W ( 2.7)		19.4	-39.55	-765	0.02	0	7.26	141	8101
No2 S.W.B.T(P)	1.0200 W ( 0.6)		5.9	-39.50	-232	1.75	10	-13.63	-80	238
No2 S.W.B.T(S)	1.0200 % ( * )		*	*	*	*	*	*	*	*
No3 W.B.T(P)	1.0200 W ( 3.3)		19.9	-10.88	-217	0.03	1	-8.54	-170	4891
No3 W.B.T(S)	1.0200 W ( 3.0)		18.1	-10.88	-197	0.03	0	8.54	155	4891
No3 S.W.B.T(P)	1.0200 % ( * )		*	*	*	*	*	*	*	*
No3 S.W.B.T(S)	1.0200 W ( 0.4)		3.9	-10.85	-42	1.73	7	13.65	53	238
No4 W.B.T(P)	1.0200 W ( 3.6)		17.4	17.82	310	0.03	1	-9.70	-169	2558
No4 W.B.T(S)	1.0200 W ( 2.6)		12.4	17.82	220	0.02	0	9.70	120	2558
No4 S.W.B.T(P)	1.0200 W ( 0.4)		3.9	17.94	71	1.73	7	-13.64	-54	238
No4 S.W.B.T(S)	1.0200 % ( * )		*	*	*	*	*	*	*	*
No5 W.B.T(P)	1.0200 W ( 3.0)		11.5	44.88	514	0.03	0	-7.66	-88	2390
No5 W.B.T(S)	1.0200 W ( 0.5)		2.0	44.88	90	0.00	0	7.66	15	2390
No5 S.W.B.T(P)	1.0200 W ( 0.2)		2.0	45.82	92	1.72	3	-13.22	-26	239
No5 S.W.B.T(S)	1.0250 % ( 76.0)		651.1	45.82	29837	7.42	4830	13.22	8610	240
A.P.T(C)	1.0200 W ( * )		*	*	*	*	*	*	*	*
B.W. SUB TOTAL			1530		-20212		11111		16528	38226
H.B.H.T.(P)	1.0000 W ( * )		*	*	*	*	*	*	*	*
H.B.H.T.(S)	1.0000 W ( * )		*	*	*	*	*	*	*	*
OTHER SUB TOTAL			*	*	*	*	*	*	*	*
TOTAL			47876		-146555		334128		16231	40610
DISPLACEMENT (MT)	47876		LCG (M)		-3.06		TKM (M)			12.64
DEAD WEIGHT	39015		LCB (M)		-3.08		VCG (M)			6.98
DRAFT AT C.F. (M)	10.79		HCG (M)		0.02		GM (M)			5.66
DRAFT FORE (M)	10.78		LCF (M)		3.02		GGC (M)			0.85
DRAFT AFT (M)	10.80		MTC (MT-M)		625.71		GoM (M)			4.81
DRAFT MEAN (M)	10.79		TPC (MT)		49.31		PROP.IMMERSION(%)			131
TRIM(AFT) (M)	0.02		TCG (M)		0.34		FORE DRAFT/Lpp(%)			6.17
DENSITY OF S.W.(T/M3)	1.0250		HEELING ANGLE (DEG)		4.06		TRIM/Lpp (%)			0.01
MIN.DRAFT(SLAMMING)(M)	5.03		MULTI DRAFT (M)		10.98		MAX AIR DRAFT (M)			30.83
N.B.Visibility (M)	142.64									

MAX. S.F. Ratio to allowable -25.4 % (FR. NO. 35.0)  
MAX. B.M. Ratio to allowable 17.8 % (FR. NO. 125.6)  
MIN. B.M. Ratio to allowable -19.7 % (FR. NO. 49.5)

Trim Calculation Mode : Actual Trim

# FLOODING OF ENGINE ROOM

ACTION TO BE TAKEN (NOT NECESSARILY IN ORDER)	
<b>Immediate Action</b>	
<input checked="" type="checkbox"/>	Sound the general alarm and order all E/R staff to standby the engine room.
<input checked="" type="checkbox"/>	Commence pumping bilges with bilge pump; activate emergency bilge suction and any other pump that may be linked to the bilge system e.g. general service pump.
<input checked="" type="checkbox"/>	At sea alter ships course away from danger and to ease the motion of the ship. If safe emergency anchorage available, anchor the vessel A.S.A.P.
<input checked="" type="checkbox"/>	If ship is in imminent danger of sinking due to loss of buoyancy, consider beaching the vessel.
<input checked="" type="checkbox"/>	Consult current voyage damage stability for flooding of the E/R.
<input checked="" type="checkbox"/>	If ship is in port call for shore assistance; salvage pumps, divers etc.
<b>Communication</b>	
<input checked="" type="checkbox"/>	Call for assistance if vessel in grave or imminent danger; inform Port Control / VTIS if applicable.
<input checked="" type="checkbox"/>	Notify Company of the vessel location; extent of flooding; damage; action taken; assistance requested; and authorities advised. THE INFORMATION MUST BE PRECISE to enable the Company to fully assess the situation.
<b>SEE OVERLEAF</b>	
<input checked="" type="checkbox"/>	Establish regular communication schedule with Company and provide situation report. Have pipeline schematic and ER arrangement plans to hand and use them to reference valves etc.
<input checked="" type="checkbox"/>	Check and close all non-essential seawater intake and overboard valves. Check and close all ballast and freshwater tank valves.
<input checked="" type="checkbox"/>	Check seawater intakes by changing over from low to high intakes and isolating each one individually.
<input checked="" type="checkbox"/>	To prevent damage, shut down and isolate plant as and when necessary, prior to it becoming flooded.
<input checked="" type="checkbox"/>	Move portable equipment and spares that are likely to be damaged by the water higher up or out of the E/R to protect it.
<input checked="" type="checkbox"/>	Check emergency generator ready for starting.
<input checked="" type="checkbox"/>	Every effort must be made to <b>MINIMISE POLLUTION</b> . Pump contaminated water to slop tanks. Consideration should also be given to pumping to cargo tanks in consultation with Unicorn. Keep the local authorities advised of the situation and prevent measures taken.
<input checked="" type="checkbox"/>	Systematically check for the source of the leak. <ul style="list-style-type: none"> <li>• <b>NEVER ASSUME</b> that valves are closed - check and recheck.</li> <li>• Marine growth can obstruct the ships side valves and prevent the seats from seating properly. Opening and closing the valves a number of times may dislodge the growth.</li> <li>• Refer to the schematic drawing and ensure every possible source of the leak has been checked.</li> <li>• Keep the Company fully advised on what has been done and ensure that all parties are referring to the same drawing.</li> </ul>
<input checked="" type="checkbox"/>	Establish source of leak and take appropriate action in consultation with the Company.
<input checked="" type="checkbox"/>	Save VDR data, following the instructions posted.

<b>CONTINGENCY PLAN FOR FLOODING OF ENGINE ROOM</b>	
1.	<p>Flooding of the engine room can result in a major loss of buoyancy and total loss of propulsion and electrical power. It can occur as follows -:</p> <ul style="list-style-type: none"> <li>• Damage to hull plating due to impact e.g. from grounding.</li> <li>• Fractured ships side valve.</li> <li>• Leaking pipeline pressurised by a pump; an open or passing ships side intake valve or overboard valve; a head of water from sea or a ballast or freshwater tank.</li> <li>• Fractured tank bulkhead e.g. afterpeak or sloptank;</li> <li>• Human error e.g. opening a sea strainer or stripping a valve while it is under pressure.</li> </ul>
2.	<p><b>React quickly</b> - Try to establish the source of the leak as soon as possible and shut it off.</p>
3.	<p>If this is not possible, try to <b>contain the situation</b> by</p> <ul style="list-style-type: none"> <li>• Pumping bilges using as many pumps and the biggest pumps as possible; activate the emergency bilge suction.</li> <li>• Eliminating sources of flooding by closing all non-essential ships side valves and tank valves. Checking cooling water intakes by switching over the seawater intakes. NOTE: If the vessel is underway the main engine should be kept running until the vessel is well clear of any danger.</li> <li>• Commencing a controlled shut down of plant and equipment prior to it becoming damaged by water. Engines or electric motors that have been stopped prior to being flooded are relatively easily cleaned and recommissioned.</li> <li>• Using the cooling water pumping system to pump out the bilge by carefully opening the cover of the seawater strainer ensuring that the line is not pressurised and allowing the bilge water to cascade into the strainer and be pumped overboard with the cooling water circulating pump.</li> </ul>
4.	<p>If underway the vessel should be steered away from any danger or anchored in a safe anchorage as quickly as possible. If safe to do so, alter course to ease the motion the vessel. Heavy rolling will cause heavy surging (waves) of water in the bilges that will damage pipework and fittings and will extend the height of water damage to the plant.</p>
5.	<p>Establish contact with the Company and provide detailed information on the location, extent of flooding and damage, and what has been done to stop and contain it (reference should be made to pipeline drawings etc). The Company being in a less stressful environment should be able to accurately assess the situation and provide advice to the Master and CEO.</p>
6.	<p>Every effort must be made to <b>minimise pollution</b>. Keep a log of all events, communications, precautions taken to prevent pollution and any decisions that may have an adverse effect on pollution prevention.</p>
7.	<p>If the bilges were reasonably clean at the time of flooding the oil residues will float to the top of the water and there should be little or no pollution when pumping. When the level of the contaminated water is reached it should be pumped via the oily water separator or to the slop tank(s). Limit the volume of clean water to the slop tank to retain sufficient space for the contaminated water. If there is insufficient slop tank space consideration should be given to pumping slops to empty or partially full cargo tanks, however this should be done in close liaison with the Company. Keep a lookout for pollution and keep the local authorities advised of the situation.</p>
8.	<p><b>Systematically and thoroughly check for the source of the leak. NEVER ASSUME</b> that valves are closed, <b>check each and every one</b> and mark them off against the schematic pipeline</p>

	<p>drawing. Ships side valves can become clogged with marine growth and should be opened and closed a number of times to clear it. This should be routinely done in service to prevent build up of marine growth. To isolate all possible sources of flooding excluding hull damage, it may be necessary to shut down the entire plant except for the emergency generator. This will determine if the side valves are tight. If the water still continues to rise recheck each valve. If the flooding has stopped open valves one at a time while monitoring the water level. Once it starts to rise the last valve that was opened is the likely source of flooding and this should be checked.</p>
<p>9.</p>	<p>Calls to the vessel's mobile and satellite telephones during the emergency may provide a major distraction to the Master, and consideration should be given to posting a dedicated officer on the bridge to handle and filter all communications.</p>
<p>10.</p>	<p>Guidance is provided by the following publication.</p> <ul style="list-style-type: none"> <li>• <b>PERIL AT SEA AND SALVAGE</b> <ul style="list-style-type: none"> <li>○ Chapter 1 Assistance, including salvage assistance.</li> <li>○ Chapter 2 Communications</li> <li>○ Chapter 3 Casualty reports</li> <li>○ Chapter 4 Evaluation of situation</li> <li>○ Chapter 5 Action when ship is disabled but not aground.</li> <li>○ Accidental flooding.</li> </ul> </li> </ul>

	ACTION (NOT NECESSARILY IN ORDER)
<input checked="" type="checkbox"/>	Sound general alarm, assemble crew and activate emergency contingency plan.
<input checked="" type="checkbox"/>	Investigate where structure has failed and is there any ingress of water in any tank or compartment.
<input checked="" 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 checked="" type="checkbox"/>	Inform the company of the incident and related information with master's view and comments.
<input checked="" type="checkbox"/>	Whether voyage can continue or urgent repair is needed on way to destination port
<input checked="" type="checkbox"/>	Handle the ship carefully so that the failure may not spread. Consider Slowing down, changing course, de-ballasting, etc.
<input checked="" type="checkbox"/>	Check all emergency systems are ready for immediate use
<input checked="" type="checkbox"/>	Check bilge & ballast pumps are lined up ready for immediate use.
<input checked="" type="checkbox"/>	Refer loading manual/computer in relation with bending moment and shearing force and damage stability.
<input checked="" type="checkbox"/>	Activate Damage Assessment for stability through office. Send vessel's load condition to office.
<input checked="" 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 checked="" type="checkbox"/>	Contact with a Maritime Rescue Co-ordination Centre (MRCC) in case of any suspicion that the ship is damaged.
<input checked="" type="checkbox"/>	Send an URGENCY signal and upgrade to DISTRESS if the ship is confirmed as damaged.
<input checked="" 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 checked="" type="checkbox"/>	When a loss of hull integrity is known and ship is in imminent danger, activate ABONDON SHIP contingency.

## 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