

TO ALL FLEET VESSELS

Ref: DMA-SAPID/AIFI01/00/C1130

Date: 2021.04.15

In The Name Of God

Dear Captain  
Good Day,

Pl's find attached file "NEAR MISS & FLEET CASUALTY 4TH. QUARTER 1399"  
for your kind attention and necessary precaution measures.

You are requested to confirm receipt, discuss the contents in the next  
consolidated meeting on board & keep a copy in the file DA-11 .

BEST REGARDS

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VESSEL'S NAME	SM	COMP ANY	DATE	VOYAGE NUMBER	PLACE	NAME OF MASTER	CODE	Category	BRIEF DESCRIPTION	CAREGORY	Reported MD
HAMGAM	3	SAPID	29/Dec/20	S6-2254	B.ABBAS	S.ROOSHANI	13.7	1	ON 29.12.2020 at 21 :00 hra It, while the ships crew with full safety gear were engaged on changing ships crane no.1 damaged wire, during the job, due to tension, suddenly crane wire impact to his left shoulder and backfall on deck then he feel severe pain and some wound creation in back of shoulder	SI	
WARTA	2	SAPID	31/Dec/20	S6-2257	B.ABBAS ANCH.	M.DARVISH	6.1	3	At 20:00 Lt On 31.12.2020 During Discharge Of Cargo Hold No.3 By Crane No.3 With Loaded Grab ,Crane Hoisting Wire Broken And Grab Fall Down On The Guard Railing Of Main Deck Beside Of Hold No.3 (Port) Then Fall On The Forecastle Of Loading Barge Which Was Alongside On Ships Port Side. As per ship staff assessment when the crane operator lift the full grab cargo and passed from the hold near port side guard railing crane wire failed and first step touch the guard rail and deform it then slowly fall down on fore castle of barge due to stringy of the crane crane hoisting wire	MD	
JAIRAN	1	SAPID	01/Jan/21	S4-2594	HON GAI HP2-VIETNAM	H.SOLIMANI RAD	6.4	2	AT HOLD NO.3, TST NO.3 STBD HEIGHT ABOUT 5.7 M ABOVE TANK TOP RUPTURE BY GRAB DUE TO MIS-HANDLING OF CRANE NO.2A OPERATOR. TANK PLATE RUPTURED 20 CM * 10 CM . 30 MINUTES BALLAST WATER WAS LEAKING ON THE CARGO HOLD NO.3 UNTIL CEASED BY IMMEDIATE ACTION OF VESSEL AND DE-BALLASTING MENTIONED TANK.	VSC	
GOLSAN	1	SAPID	07/Jan/21	S4-2593	LAGUAIRA	H.HASSANZADEH	7.2	2	ON 2021.01.07 @2330Smt DURING DISCHARGE OF CARGO IN CONTAINERS ON PORT SIDE OF HOLD NO.1 DUE TO NEGLIGENCE AND IMPROPER OPERATION OF SHORE GANTRY CRANE OPERATOR BELOW DAMAGES CAUSED TO FOLLOWING ITEMS: 1-TWO CONTAINERS 20 FT (DOOR AND BODY DENTED/BENDED) DUE TO FALL DOWN CONTAINER ON DECK. CONTAINERS NO.IRSU2765520 (POSN 030682) & NO.IRSU2019558 (POSN 010682) HAS DAMAGED 2-IT MAY DAMAGE TO CARGO INSIDE BOTH CONTAINERS	SC	
AMINA	3	SAPID	07/Jan/21	ODD-0008	LONGSHAN DRY DOCK	S. MEHRDAD	6.2	1	On 07.01.2021 at 1615 hours LT fire detector alarm was activated and Located fire in "B", "C" decks and stairways of accommodation. Ship staff immediately attended the said areas and found out that smoke is coming from ETO cabin. General alarm raised and crew mustered on outside of "C" deck, fire hoses rigged, fire extinguishers collected in the alleyway, opened the cabin door and three ship staff while lying on deck started using extinguishers to fight with fire while other crew were preparing fireman outfit After couple of minutes one ship staff entered the cabin with full set of fireman outfit and progressed from day room to bedroom where the source of fire was. All electricity powes cut off to the subject cabin. Fire was extinguished afer a few minutes and monitored for many hours in order to avoid re-occurrence of incident.	VSC	
AVANG	2	SAPID	14/Jan/21	S6-2253	LIANYUNGANG	H.HAGHPARAST	6.3	2	on 2021.01.14 at 10:00 hrs it was observed that the handrails of Spiral ladder in hatch# 3 aft part are broken and damaged as per attached snapshots. Also the snapshots of the ladder before loading of cargo is attached in which the ladder is intact with no damage	SC	
AVANG	2	SAPID	14/Jan/21	S6-2253	LIANYUNGANG	H.HAGHPARAST	6.3	2	on 2021.01.14 at 10:00 hrs it was observed that the handrail of Spiral ladder in hatch# 3 aft part is bent and deformed over a lenght of 4 mtrs.	SC	
BAVAND	2	SAPID	17/Jan/21	S6-2261	ENNORE	A.DARVISH	6.3	2	DURING DISCHARGING OF GYPSUM CARGO FROM HOLD NO4 IN ENNORE PORT, GRAB SMASHED TO HATCH COVER FWD PART TOP PLATING. PLATE SCRACHED AND DENTED FOR 50 CM LENGHT. FORMAN INFORMED AND PHOTO TAKEN.	SC	
BAVAND	2	SAPID	17/Jan/21	S6-2261	ENNORE	A.DARVISH	6.3	2	DURING DISCHARGING OF GYPSUM CARGO FROM HOLD NO5 IN ENNORE PORT, PORT SIDE BILGE COVER FOUND MISSING. COVER SIZE: 58 X 58 CM PERFORATED PLATE WITH 2.5 CM THICKNESS AND 2 HANDLES	SC	

JAIRAN	1	SAPID	25/Jan/21	S4-2601	AT SEA	H.SOLEIMANI RAD	13.7	1	While deck welder was working with portable electric Grinder machine, soddenly its resinod wheel break down in pieces which un-fortunately cause injury on Front of his leg & Bleeding is present at wound	SI	
BEHDOKHT	2	SAPID	27/Jan/21	S6-2260	AT SEA	A.BONYADI	13.7	1	due to unsafe working with blaster(water high pressure machine(500 bar) caused to deep incision on the left big toe & bleeding and possibility of the fracture toe bone	SI	
ALVAN	1	SAPID	29/Jan/21	IIX-1212W	B.ABBAS ANCH.	M.ROUZHOSH	6.3	2	While discharging containers alongside jetty no22 twistlock foundation on position170982 aft part stbd side damaged and displaced from its position	SC	
ALVAN	1	SAPID	29/Jan/21	IIX-1212W	B.ABBAS ANCH.	M.ROUZHOSH	6.3	2	TWO PIECES OF TWISTLOCK FOUNDATIONS IN POSITIONS 010582 AND 030582 ARE DAMAGED	SC	
OURA	2	SAPID	30/Jan/21	S6-2268	KANDLA	F.EBRAHMI	6.3	2	ON 30.01.2021 AT 0930 AM WHILE DISCHARGING GYPSUM IN BULK CH/OFF NOTICED THAT THE STAND PLATE AND GAURD RAIL OF HOLD NO.3 FORWARD VERTICAL LADDER TOTALLY DAMAGED AND SOME PART REMOVED DUE TO MISHANDLING AND NEGLIGENCE OF PAYLOADER OPERATOR	SC	
PARISAN	2	SAPID	04/Feb/21	S6-2271	AT SEA	M.KHAJEHGIRI	13.7	1	on 04.02.21 while vessel were under way in south west coast india the os m. sheikh abadi niaeizadeh falling down on main deck due to effect of suddenly swells in main deckthe right thigh leg has dehiscence&slit.	SI	
PARISAN	2	SAPID	04/Feb/21	S6-2271	AT SEA	M.KHAJEHGIRI	13.7	1	ON 04.02.2021 while the vessels were under way in southwest coast of India carpenter reported the O.S Mr. MOHAMMADREZA SHEIKHABADI NIAEIZADEH falling down on main deck due to effect of suddenly swells in main deck And the right thigh leg has dehiscence& slit.	VSC	
KIAZAND	2	SAPID	06/Feb/21	S6-2270	PHUKET	AMOO ZADEH	7.2	2	hold no 3 mdf pallets damaged in way of cover and content total 7 pallets	SC	
ARDAVAN	2	SAPID	09/Feb/21	S1-0158	BIK	M.MOTALEI	6.3	2	You are here by notified that on behalf of my ownersI hold you responsible for the following damage caused by your company Date and time of damage: 09.02.2021 AT 0920 HRS Descriptionand extent of damage( if cargo involved state B /L No.,marks,numbers and contents of packages). During discharging cargo by craneN o 2 , when grab was inside of hold No3 at stbds ide, wire twist and turn over the crane hoisting wire and operator kept operation, so stabilizer cut and stocked around hook sheave. Cranes topped and operation stopped due to aviod further damage to wire Any wire damage will be certain by inspection of survey	VSC	
PARISAN	2	SAPID	14/Feb/21	S6-2271	VIZAG	M.KHAJEHGIRI	6.3	2	ON 14.02.2021 AT 0700 , WHEN SHIP ENGAGED DISHCHARGE GYPSUM BY SHIPS CRANE AND GRAB OBSERVED THE HOISTING WIRE OF CRANE NO1 ,CHAFFING AND DAMAGED AND STRAND BROKEN DUE TO TWIST OF WIRE BY OPERATOR AND WORKING WITH THAT ,AND DIDNT INFORMED.	VSC	
PARISAN	2	SAPID	15/Feb/21	S6-2271	VIZAG	M.KHAJEHGIRI	6.3	2	ON DATE 15.02.2021 AT 1930 HRS,WHEN SHIP ENGAGED DISCHARGING GYPSUM BY SHIPS CRANESAND GRABS OBSERVED THE HOISTING WIRE OF CRANE 2 DAMAGED AND TWISTED AND STRAND BROKEN DUE TO MISSHANDLING OF CRANE OPERATOR,	VSC	
JAIRAN	1	SAPID	25/Feb/21	S4-2604	AT SEA	M.NABIZADEH	13.8	1	ON 23.02.2021 WHILE DECK CREW ENGAGED IN CHANGING TOPPING WIRE OF CRNE NO.3, CARPENTER WAS ON BOOM OF CRANE WITH FULL PROTECTIVE GEAR FOR RELEASING OF WIRE'S PIN. DURING THIS OPERATION INSTEAD OF HAMMERING THE PIN HE SUDDENLY HITTED HIS THUMB AND INJURED IT.	SI	
DEVREZ	6	SAPID	28/Feb/21	S7-0251D17	BIK OPL ANCH	P.EJLALI	13.6	4	While he was in ccr ,suffered sudden unconsciousness , lost his control and fell down from his chair and vomiting .medical first aid given at initial moments and after around 10 to 12 minutes found himself conscious .	SS	
ARTARIA	3	SAPID	15/Feb/21	ODD-0009	AT SEA	M.FIROOZI	13.7	1	during rough sea when vessel encountering heavy sea with heavy rollinggalley boy MR MAHDI NASRABADI PC: OK1013 during work in galley area felldawn and sense pain in his leg and bulged, moderate pain in his leg in continued	LSI	
ANDIA	3	SAPID	25.01.2021	LAY-0026	Bandar.abbas	MAJID REZA NADEHI	13.8	1	SKIN ITCHING / SENSITIVE AND RED SKIN AFTER WORK ON AIR COMPRESSOR	LSI	

AVANG	2	SAPID	20.02.2021	S6-2278	Kandla - India	S.D.Khamesi	6.2	1	On 2021.02.20 @ 21:55 hrs Vessel made fast to berth at port of Kandla-India.All deck crew engaged to Opening Crane hook and Grab lashings to connect the grabsand prepare for cargo operation. At 22:50 hrs While Bosun and AB were trying to open theLashings of Crane no.3 Hook , due to a misunderstanding between their signals and thecrane operator , the runner wire of crane was heaved instead of lowering and thelifting force caused the lashing wire to part with a huge jerk which resulted in trapping of Runner wireOutside its sheave block at the mast of crane 3.	SC	
BAHJAt	2	SAPID	01.03.2021	S6 - 2277	MAGDALA (anchor area) INDIA	P. TOOBAIE	6.3	2	DURING DISCHARGE OPERATION AT 23:45 , ON 28.02.2021 , AIRVENT HEAD OFD.B. TANK NO.3 STARBOARD SIDE BADLY DAMAGED AND DISMANTLED DUE TO BADOPERATION OF THE CRANE BY STEVEDORES OPERATOR.STEVEDORES WORKSHOP ATTENDED, BUT FOUND IT NOT POSSIBLE TO REPAIR BYWELDING	SC	
ELYANA	1	SAPID	03.03.2021	S4-2603	SIAM COMM SEA PORT	M.R.MORADKHANI	6.3	2	On 02.03.2021 at Siam comm sea port,while discharging steel slab from hold no1,it foundthat the runner wire of crane no1 is partly torn by one strand. It is obvious that during dischargeof cargo of steel slab,the wire hit to the hatch coaming edge and it caused the strand of the wire to be torn.wire specification:34(18+16)x30mmx197mtrdespite of the tearing of the half meter of the wire, total wire is useless and should be renewed at the first opportunity for next vessel employmentIt is also mentioned that all cranes are delivered to the stevedors in good and working conditionbefore commencement of the discharge operation.	SC	
HAMGAM	3	SAPID	14.03.2021	S6-2290	B.I.K	SAEID ROOSHANI	13.7	1	While v/l in B.I.K port,jetty no.33, the mentioned AB( ali shamsi chegeni-ok7264) was on duty, after took safety round on ship,he proceed to adjust the gangway ,during the job he pick up the shore gangway by hand to adjucent it and avoid falling down to sea suddenly feel sever pain in back ,be unable to stand up and walking	SI	
HAMGAM	3	SAPID	14.03.2021	S6-2290	B.I.K	SAEID ROOSHANI	13.7	1	While v/l was moored in b.i.k port berth no.33, after completion of loading ch/off(YASIN HASSANI-163581) and draft surver attending to reading draft for final calculation during passing from gangway to jetty,suddenly skid onjetty and his ankle sprain after that the ankle osteitis & livid.	SI	
ANDIA	3	SAPID	06.03.2021	S6-2096	DARGAHAN	MAJID REZA NADEHI	13.8	1	WHILE HE WAS WORKING ON AIR COMPRESSOR, TOUCHED THE OIL AND CAUSED SKIN ITCHING / SENSITIVE AND RED SKIN AFTER JOB.(MOHAMMAD	LSI	

Vessel	SM	COMPANY	Date Occurred	Date Report Received	Place	Master	Brief Description	Recommendation by Vessel	Validity	Category
ARDAVAN	2	SAPID	18/11/2020	23/12/2020	B.ABBAS	A.ARMANDEI	DECK LIGHTING ON PORT SIDE NOT WORKING.SO MAIN DECK PORT SIDE IS DARK WHEN THE SHIP IS IN PORT AND IT IS UNSAFE.	BEFOR SHIP REACH TO ANY PORT.ELETRONIC OFFICER SHOULD CHEK ALL LIGHTING SPECIALLY ON DECK TO PREVENT DAMAGE TO VESSEL,CREW OR STEVEDORES DUE TO LACK OF LIGHTING.	Y	Neg
ARDAVAN	2	SAPID	25/11/2020	23/12/2020	AT SEA	A.ARMANDEI	ON PASSAGE TO VIZAG.DURING NIGHT TIME DUTY OFFICER OBSERVED THAT SUDDENLY STEERING FAILED AND VESSEL TURNED SHARPLY TO PORT SIDE.SO HE CHANGE OVER TO HAND STEERING AND CHANGE THE TELE MOTOR,AT THE SAME TIME HE CALLED THE MASTER AND INFORM TO ENGINE ROOM.	DUTY OFFICER SHOULD COMPARE THE GYRO COMPASS AND THE MAGNETIC COMPASS FREQUENTLY.	Y	MB
BEHDOKHT	2	SAPID	04/12/2020	24/12/2020	VIZAG	A.BONYADI E.K.	Vessel was finished the cargo operation and waiting for port control call to obtain pilot boarding time. O.O.W presented in bridge and was on a normal conversation with onboard security guard. Suddenly they observed that the pilot boat is approaching from the sea side. He called the port control to figure out why the pilot is coming without any pre-notice from port control. Although, neither of O.O.W and security guard heard any related calling via VHF, port control claimed that, they have called the ship for many times. -Further investigation showed that duty officer did not hear the port control calls while he was busy to talk With security guards.	Master warned all officers to avoid any unnecessary discussion on bridge and maintain a sharp listening to VHF at all time as per rule 5 & master standing orders, since careless of reporting in some places, specially while approaching to ports and reporting line may cause severe penalty to the ship .	Y	Other
BEHDOKHT	2	SAPID	01/12/2020	24/12/2020	VIZAG	A.BONYADI E.K.	During the port stay in VIZAG and when the cargo operation was ceased, O.O.W attempt to warp the ship to adjust the accommodation ladder position and make the mid draft free of fender for easy reading with out informing his senior. Master and CH/OFF were not informed by duty officer and he wanted to carry the job only by his two watch man.	Master warned the officers to perform warpping operation even for short distance by informing master and following established rules.	Y	Other
BEHDOKHT	2	SAPID	19/11/2020	24/12/2020	VIZAG	A.BONYADI E.K.	While ship was approaching to VIZAG anchorage for dropping anchor. Master instructed O.O.W to call E.T.O and carpenter to attend forward for preparing the windlass for operation. Due to lack of knowledge, O.O.W called E.T.O 3 in cabin and E.T.O 3 also was not briefed to inform his senior officer and proceeded to anchor station alone and attempt to run and change over the pump without enough Knowledge of system. As the main hydraulic valve was closed, by running the pump, excessive load exerted to Aux.ENG and nearly Coming black out in the middle of maneuvering. Fortunately preparing the windlass was well before entering the traffic / Anchorage and problem rectified and Vessel anchored safely.	All officers were instructed to call only E.C.R for any cases during maneuvering. E.T.O s also ordered by CH/ENG to ensure proper operation of both windlass always at least one day before approaching to ports.	Y	Neg
ARTARIA	3	SAPID	03/12/2020	25/12/2020	Yangjiang Berth	M.FIROOZI	On:2020/12/03 at :1615 hrs while vessel was in port of discharging Yangjiang(china port) 2nd/officer and crew opened all hatches one by one while opened hatch no 1 fixable hyd.pipe suddenly disconnected from place to control panel and oil spilled on deck & made the surface slippy. 2nd/officer immedately informed hydraulic pump shut off .SOPEP eqipment utilized & crew engaged in cleaning & collection of oil. Fortunately scuppers were plugged in and spill was contained on board brocken flexable pipe changed with new one by ETO & no incident occurred.	Maintenanced of Hyd.pipes to be made at regular intervals by ETO	Y	MB
PARSHAD	2	SAPID	22/12/2020	26/12/2020	KAKINADA PORT	F.MOHAMMAD NIA	while crew tried to shift the garb no.2 ( which was under repair ) to stow position , during lifting observed that oil is leaking from connection's hydraulic hoses.	before starting any high risk operation : 1.risk assessment should be issued / reviewed. 2.all crew should be briefed about the possible risks regarding the job.	Y	MB
GOLAFRUZ	3	SAPID	19/12/2020	29/12/2020	IMBITUBA	J.POORMAHDI	ON 19.12.2020 DURING DEPARTURE IN AFT STATION OILER WAS FOUND INSIDE THE BOUNDARY OF SNAP BACK ZONE WITHOUT ANY PERSONAL PROTECTIVE EQUIPMENT AND STAY NEAR THE TUG LINE	ALL HEAD OF DEPARTMENTS SHALL TRAIN THEIR CREW FOR SAFETY PRECAUTIONS AND RELATED DANGERS AND ALSO SENSITIVITY OF IMPORTANT OPERATION SHALL BE REMINDED TO THEM.BERTHING AND MOORING OPERATIONS ARE IMPORTANT WHICH IN ANY TIME MAY CAUSE ACCIDENT/INCIDENT	Y	Neg
GOLAFRUZ	3	SAPID	16/12/2020	29/12/2020	IMBITUBA	J.POORMAHDI	ON 16.12.2020 DURING SAFETY ROUND BY THE O.O.W ONE OF THE ABLE SEAMEN FOUND INSIDE HOLD NO.1 .WHICH HE WAS HANGING FROM HOPPER BUT COULD NOT COME DOWN. ALTHOUGH HE WAS WEARING SAFETY HARNESS BUT LADDER WAS UNATTENDED AND SLIPPED.	ALL HEAD OF DEPARTMENTS SHALL TRAIN THEIR RESPECTIVE CREW FOR SAFETY PRECAUTION SOME TASKS LIKE HOLD CLEANING SPECIALLY IN HEIGHT MUST BE CARRIED OUT UNDER SUPERVISION OF SAFETY REPRESENTATIVE OR REOSPOSIBLE / HIGH EXPRIENCED PERSON SOME TASKS SHALL BE DONE AT LEAST BY TWO PERSONS. ALSO TRAINING IS NECESSARY FOR ABLE SEAMEN REGARDING THEIR DUTIES.	Y	Neg
GANJ	3	SAPID	29/12/2020	29/12/2020	B.ABBAS ANCH.	A.BONCHEH	Whilst vessel at B.Abbas inner anchorage, on the above mentioned date, During Safety Inspection by Safety officer from working area, it's observed that one of deck crew was smoking in front of paint store while the Bosun was mixing the paint and thinner, he immediately ordered to put out the cigarette and remove any source of fire. Due to low flash point of thinner It could cause to fire and very serious accident to him.	all safety measure should be considered before attending any job on board regardless working area is on deck and engine room all crew should be aware that the safety is first priority and follow the company rules regulations	Y	Neg

ATEELA 1	6	SAPID	26/12/2020	29/12/2020	SALAKH ANCH.	S.M.MOOSAVI	1.weather condition/wind spd.6 /sea force.4 night time 2.v/l's condition/mv barzin:ballast condition/mt.atela1: full load 3.suffering condition for passing mooring lines to mv .barzin due to present condition 4.cargo hose connected in condition which it became completely stretched. 5.due to condition of v/l's, aft fender was not in it's best place btwn of two v/l's. 6.wnd spd increased/sea condition changed to rough sea. 7.cargo operation stopped 8.one of the astern lines broken due to high tension of that. 9.commenced cargo hose disconnection/cargo hose disconnected safely. 10.one of the aft spring lines broken after that. 11.emergency cast off procedure carried out properly by master order. 12.@21:48 v/l cast off safely/@22:24 v/l anchored in safe position	1.Emergency stoped of all opeations:cargo opration.ballast opration 2.noticed to ecr 3.emergency cast off procedure followed properly.	Y	Other
JAIRAN	1	SAPID	24/12/2020	31/12/2020	AT SEA	H.SOLEIMANI RAD	While vsl was in South China Sea and vsl rolling due to bad weather 4th Eng & oiler working in Eng bilge one WD40 bottle fall down from a height of about half a meter on 4th Eng, fortunately there was no any injury to him and oiler	Risk assessment & evaluation of dangers may encounter during the work activity must carried out by competent person Personal Protecting Equipment must use in all time & place of work	Y	Neg
BAHJAT	2	SAPID	30/12/2020	01/1/2021	ZHOUSHAN	P.TOOBAEI	Vessel was in zhoushan shipyard carrying out 5 yearly dry dock Maintenances.Main and Aux Engines was not available due to overhauling.Vessel was double banked to MV SKY WALKER(Port side Alongside).On 29-12-2020 recieved storm warning.Additional mooring lines passed to become 5+3 fore and aft.Following day (30-12-2020) wind speed increased to 50 knots (NW) from port bow.Two head lines-two springs parted in fwd station.Tug assistant requested but not recieved.While crew were engaged in passing new lines suddenly one more line parted and passed near 3rd officer. Fortunately he was not in snap back zone and no boby injured. Finally vessel secured with 6+3 lines and both anchors dropped into water by one shackle in the water.	A training session held for deck crew.Master and chief officer explained hazards of mooring operation and working in snap back zones.	Y	Other
GANJ	3	SAPID	04/1/2021	04/1/2021	B.ABBAS ANCH.	A.BONCHEH	While v/l was at anchor, during the routine maintenance of deck, It was observed that one of the Crew member was painting the gangways over board side without using any PPE. Immediately the operation ceased by duty officer, and all precautions took into consideration, pre-planning done, and the participate crew briefed and the operation resumed.	1- All concerned persons to be well warned and briefed for prevailing working condition. 2- All crew members were trained and they were emphasized to following safety procedures and to perform the critical operations under the supervision of responsible officer. 3- Further they were advised that all critical operations have check list which are available in SMS manuals.	Y	Neg
GOLSAN	1	SAPID	02/1/2021	04/1/2021	AT SEA	HAMED HASSAN ZADEH	ON 02-JAN-2021 @ 11:15 WHEN THE 3RD.OFF WAS ON BRIDGE WATCH SUDDENLY GYRO FAILURE ALARM APPERAED ON AUTO PILOT AND GYRO FAILED AND 3RD.OFFICER UNFAMILIAR WITH GYRO FAILURE PROCEDURE AND NOT TAKE PROPER ACTION AND AFTER 15 MIN FINALLY CALL TO MASTER AND WHEN THE MASTER CAME TO BRIDGE OBSERVED THE SHIPS COURSE CHANGE FROM 309 (T) TO 000 (T) AND V/L OFF-COURSE MORE THAN 3 NM.	third officer stay at bridge and master and ch.off describe for him about EPP and all emergency procedure that may happen on ship and describe the proper and sufficient action after gyro failure and any other emergency case that may occur.	Y	MB
CASPIA	6	SAPID	04/1/2021	04/1/2021	ASALUYEH	A.AMINI	On 04.01.2021 at 1000 hrs while vessel was preparing to carry out engine test before heaving up her anchor, it was observed that a small boat is engaged in fishing near propeller.	Before carrying out engine test and any propeller movements, duty officer on bridge to be informed and make sure that propeller area is well clear.	Y	Neg
DEVREZ	6	SAPID	24/12/2020	08/1/2021	ASALUYEH	P.EJLALI	On 24.12.2020 at 16:00 Hrs Lmt while the vessel was in Assaluyeh anchorage Safety Officer while taking safety eng rounds found amount of grease near the main sea water pump .	Check and inspect regularly as per PMP .	Y	Neg
DEVREZ	6	SAPID	28/11/2020	08/1/2021	BIK ANCH.	P.EJLALI	On 28.11.2020 at 16:00 Hrs Lmt while the vessel was on BIK anchorage one of the deck crew seen without proper safety gear on main deck.	All members of ships shuld wear proper safety gear at all times when they are doing their jobs as per MLC, ILO, and other regulation . There must be powerful punishment for the guilty members .	Y	Neg
AREZOO	1	SAPID	25/12/2020	08/1/2021	PHUKET	R.TOHIDLOO	During the cargo operation in Phuket port ,While duty officer kept round , He observed one of AB without safety helmet on deck.	Chief officer instructed to duty officers that make sure watchmans must be wear proper and adequate safety gear and also be familiar with safety before take watch.	Y	Neg
ARDAVAN	2	SAPID	10/1/2021	09/1/2021	B.ABBAS ANCH.	A.ARMANDEI	During daily routine safety round,safety officer observed that the lifeboat lashing is loose.he called the crew and tight the lashing.	Daily inspection of safety equipment is necessary to rectify any defect.	Y	Neg
ARDAVAN	2	SAPID	05/1/2021	09/1/2021	B.ABBAS ANCH.	A.ARMANDEI	The crew started to chipping the crane boom ,befor 'permit to work form' filled,the operation stopped and permit to work issued ond crew started the job.	Befor start any job other than ordinary job ,the permit to work form should be filled.	Y	Neg
ARDAVAN	2	SAPID	02/1/2021	09/1/2021	B.ABBAS ANCH.	A.ARMANDEI	Ch/officer and bosun entered the DB water ballast tank to inspect the tank without informing to bridge.master called ch/officer and asked him to keep one man stand by on entrance in contact with bridge.	Befor enter to any enclosed space,the 'enclosed space entry permit' should be filled and one person should be stand by on entrance in contact with bridge.	Y	Neg
ARDAVAN	2	SAPID	27/12/2020	13/1/2021	B.ABBAS ANCH.	A.ARMANDEI	During weekly inspection , observed that in 4th/eng cabin signe of burn in one junction,after assess the situation found that,it was due to use of so many connection from one junction	It should not be use so many connection from one junction.	Y	Neg
BEHSHAD	1	SAPID	09/1/2021	13/1/2021	PERSIA HORMOZ	R.SHAIFI	On date 2021.01.09 when the v/l(BEHSHAD) was alongside in Persia Hormoz shipyard ,one v/l was approaching to the our v/l for double bank without any previous notice while that v/l was without machinery power and lack of adequate fender ,fortunately ship's Master(BEHSHAD) monitored from bridge and he informed to the deck officers for standing by FWD & AFT and give warning to that v/l's pilot and immediately asked from ship's SRM and that ship's pilot for adjusting v /l in proper position for prevention damage to ship's hull and they have co-operated with ship's staff.	Before like this operation shipyard control and approaching v/l give notice to another v/l in vicinity and make sure for protective appliances for safe approaching.	Y	Other
PETUNIA	6	SAPID	17/12/2020	18/1/2021	KHAWR MUSA ANCH.	A.DANAEI	While the vessel was at anchor in Khowr musa anchorage as per pilot decision due to Bad Weather . on 17.02.2020 at 02:30 duty officer observed sign of Dragging Anchor and Immediately inform master / ENG Room/Anchor party and fortunately by Awareness of duty officer early action made and no incident happened.	Weather condition to be monitor more frequently by different means(as made in this case) The O.O.W to monitor the ship's position by different method (as made in this case).	Y	Other

PETUNIA	6	SAPID	25/11/2020	18/1/2021	B.ABBAS	M. GOHARDEHI	ON 25.11.2020 AT 1700 HRS DURING UNBERTHING OPERATION @ B.ABBAS WHILE THE A.B (SIAVASH SEDAGHATFARD) SAFETY HELMET FALL OUT BY WIND DUE TO SAFETY HELMET CHIN STRAPPED WAS NOT USED BY HIM DESPITE OF SEVERAL PREVIOUS POINTING OUT THIS MATTER BY SAFETY OFFICER.	THE RESPECTIVE PERSON WARNED ABOUT HIS UNSAFE ACT AND IMPORTANCE OF THIS MATTER EMPHASIS IN UPCOMING SAFETY MEETING.	Y	Neg
PETUNIA	6	SAPID	17/11/2020	18/1/2021	BUSHEHR	M. GOHARDEHI	ON 17.11.2020 AT 1000 @ BUSHEHR WHILE THE DECK CADET WAS INVOLVING SAFETY AND FIRE PATROL IN COMPANY WITH DUTY OFFICER SUDDENLY HIS FOOT ANKLE TWISTED. IMMEDIATELY MASTER INFORMED AND AFTER ONBOARD EXAMINATION FURTUNATELY NO SEVERE INJURY HAPPENED	THE IMPORTANCE OF SUPPLY AND USE OF SAFETY SHOES WITH ANKLE PROTECTION DISCUSSED IN NEXT SAFETY MEETING.	Y	Neg
ARDAVAN	2	SAPID	14/1/2021	15/1/2021	B.ABBAS ANCH.	A,ARMANDEI	MASTER FOUND OUT THE SMOKE SMELL.HE CAME OUT AND SEARCH AROUND ACCOMODATION THEN HE SAW THE SMOKE CLOSE TO LIFE RAFT LADDER.THERE WAS ONE PEACE OF CARTON BURNING CLOSE TO LADDER & LIFERAFT.HE EXTINGUSHED THE CARTON.	SAFETY ROUND AROUND THE VESSEL SHOULD BE CONTINEUSLY MAINTAINED TO AVOID FIRE ON BOARD VESSEL.	Y	Neg
BAHJAT	2	SAPID	06/1/2021	16/1/2021	ZHOUSHAN SHIPYARD	P. TOOBAEI	On 08-01-2021 while master was in bridge noticed that fire alarm of all zones was off scan.Immediately called duty officer and reconnect all zones.	Master warned the responsible officers who attending maintenance to check all safety items and reset them after any maintenances and/or repairs.	Y	Neg
ARSHAM	2	SAPID	14/1/2021	16/1/2021	ASALUYEH	H.DELBARI	on 14.01.2021 @ 08:00hrs LT & during daily cargo calculation by chief officer in deck office for daily report, master asked him for UKC for UN berthing time / complete loading at ASSALUYEH port at Berth no.7 PARS.So instructed to him/chief officer for measuring depth of water by sounding around the ship with use of hand lead (with considering that de ballasting / stripping all ballast tank already was completed) Sounding from several points around the ship was taken & with considering lowest low water/ High of tide & with max Departure draft : find out v/l will be face with problem due to about 1.5mtr less water around the ship on PORT side , fwd of accommodation (PIER SIDE ) at final stage of loading. Matter was discussed with local agent & asked him about the latest history used this jetty for loading/discharging & Max depth and size of ship with max draft which was used this jetty before. Local agent discussed the matter with port authority. port authority contact M.V.ARSHAM on ch.13 & inform that harbor master along with port Diver are under way to attend on board for investigate the case on board. Then confirmed by underwater Diver reports of clearance from underwater measures from ships bottom to sea bed at several points ,( with considering actual draft & clearance with compare with maximum draft at final stage of loading ) , finally decided by port authority for shifting v/l to safe berth. (Berth no.8) Actually this jetty was used for loading CLINKER cargo all the time & last time used this jetty for one ship loading clinker cargo with max draft 13mtr about 4 month before without any problems , but by passing the time & accumulate of clinker cargo on pier side & without any dragging & cleaning .....caused reduce depth of water on jetty which was not safe as long as before (harbor master / port authority stated) Finally v/l shifted to berth no.8 and continue safe loading.	Check UKC and sounding around the ship with hand lead before final stage of loading specially in any ports with chart datum may not be reliable and check the depth of water in voyage plan(berth to berth) for safe passage.	Y	Other
AYSAN	1	SAPID	22/12/2021	16/1/2021	ZANZIBAR		ON 22.12.2020 AT AROUND 11:00 HRS LMT DURING UNBERTHING OPERATION AT ZANZIBAR PORT TUG REQUESTE SHIPS LINE FOR MAKING FAST TO THE SHIP , ONE OF AFT MOORING LINES TRANSFERED TO FORWARD OF ACCOMODATION FOR PASSING THROUGH THE FAIRLEAD ON STBD SIDE NEAR BUNKER CRANE , O.S WHO WAS LEADING THE LINE TO TUG BOAT GOT STUCKED BETWEEN THE LINE AND BULWARK ON THE STBD SIDE BY UNINTENTIONALLY PULLING THE LINE BY TUG BOAT , MASTER SAW THE SITUATION FROM BRIDGE AND ORDER DUTY OFFICER ON AFT STATION TO CALL O.S TO GET OUT FROM THE SITUATION AND PASS THE ROPE THROUGH THE BITT CLOSE TO FAIR LEAD AND PASS THE LINE WITH MORE CONTROL TO AVOID ANY SUDDEN SLIP OR JERK OF ROPE AND ENDANGERING CREW WORKING AFT STATION.	MASTER INSTRUCTS CH.OFF TO CARRY OUT MORE TRAINING SESSIONS FOR DECK RATING . ALL REQUIRED ACTION TO BE TAKEN TO MINIMISE STRESS AND OTHER CAUSES OF CONFUSION DURING MOORING STATION RISK ASSESSMENT TO BE CARRIED OUT CONSIDERING ALL POTENTIAL HAZARDS AND PREVENTIVE MEASURES AND TO BE REVIEWED PRIOR TO ANY MOORING STATION .	Y	Other
GANJ	3	SAPID	16/1/2021	17/1/2021	B.ABBAS ANCH.	A.BONCHEH	Whist vessel at B Abbas inner anchorage, on the above mentioned date, During Safety Inspection by Safety officer from working area, it's observed that one of deck crew was smoking in front of paint store while the Bosun was mixing the paint and thinner, he immediately ordered to put out the cigarette and remove any source of fire. Due to low flash point of thinner It could cause to fire and very serious accident to him.	all safety measure should be considered before attending any job on board regardless working area is on deck and engine room all crew should be aware that the safety is first priority and follow the company rules regulations	Y	Neg
AMINA	3	SAPID	15/1/2021	17/1/2021	LONGSHAN	S.MEHRDAD	On 15.01.2021, vessel at longshank dock, while one of the crew was chipping on top of rescue boat crane , it was observed by oow that he had not worn proper safety gear.	He is instructed strictly wear proper safety wears while working on high risk area. - All personnel must be more trained by competent person, supervised by safety representative. - All personnel must be reminded with content of AP code and ship's manual part 1 / section 2.	Y	Neg
GOLSAR	3	SAPID	05/1/2021	21/1/2021	B.ABBAS ANCH.	H.AMIRI	On 05.01.2021 while vessel was at anchorage duty engineer informed bridge to disconnect the fire alarm section 7.8.9 in engine room. At 1700 ch.off noticed that fire alarm of engine room was disconnected& ENG on watch alarm and unmaned . It was found that after completion of the relevant job in engine room duty engineer did not inform the bridge to put back the fire alarm in normal condition .	Proper hand over and take over of the watch should be done at bridge and the duty engineer shall be inform the bridge to put back the fire alarm in normal condition after completion of the relevant job in engine room.	Y	Neg
BEHDAD	1	SAPID	18/1/2021	22/1/2021	BIK OPL	S.M.MANSOORIAN	While the vsl was stay at RV position(Bik opl anchorage) during safety round by safety officer he observed that some heavy boxes are placed against the fire hose box which prevented free access to hose box in engine room ,it was very difficult for safe access to FFA items .	The crew need more training on safety and to be familiar with Impeding the safe and easy access to safety equipments and All nominated safety items and areas should be kept clear at all times.	Y	Neg

BASKAR	2	SAPID	21/1/2021	22/1/2021	AT SEA	R.FALLAHOUPUR	AT 1430 hrs , vessel sailing to defeng (china) , At the working day time, the bosun due to lack of helmet when in paint store busy handling color was his head to the upper edge door to deal and skin his head cut and some bleeding, but fortunately has been very minor.	call bosun and sufficient explain given to him regarding safety of him & all crew in vessel.	Y	Neg
MENAN	6	SAPID	04/1/2021	21/1/2021	B.ABBAS ANCH.	M.M.FARAJI	WHILE THE VESSEL WAS AT DARGAHAN ANCHORAGE, 2ND OFFICER FOUND COOK SMOKING INSIDE THE GALLEY WHERE SMOKING IS PROHIBITED AS PER ISM & HOT TEMPERATURE COOKING OIL MAKES A GREAT RISK OF FIRE IN THE GALLEY. HE IMMEDIATELY ORDERED TO PUT OUT THE CIGARETTE AND REMOVE ANY SOURCE OF FIRE FROM THE HOT TEMPERATURE COOKING OIL.	FORMAL WARNING TO BE ISSUED FOR THE COOK. -COMPANY'S SMOKING RESTRICTED AREAS TO BE POSTED INSIDE THE ACCOMMODATIONS & CREW AND OFFICERS SALOONS. -SAFETY SIGNS AND IMO SAFETY SYMBOLS TO BE POSTED INSIDE THE GALLEY FOR "NO SMOKING".	Y	Neg
BAVAND	2	SAPID	15/1/2021	28/1/2021	ENNORE	A.DARVISH	DURING BERTHING OPERATION IN ENNORE PORT MESSENGER LINE PASSED TO TUG BOAT FOR TUG'S LINE. TUG LINE STOCKED ON DRUM AND TENSION ON MESSENGER LINE SUDDENLY INCREASED AND BREAK THE LINE. FORTUNATELY SNAP BACK ZONE AREA OF MESSENGER LINE WAS CLEAR AND NOBODY INJURED.	1- PROPER LINES TO BE USED DURING MOORING OPERATION. 2- PROPER ATTENTION REQUIRED DURING PASSING LINES OR TAKING TUGS LINE.	Y	Other
DELICE	6	SAPID	30/1/2021	30/1/2021	ASALUYEH ANCH.	A.R.MOAREFIAN	While the crew were lowering the hydroblaster hose from 3rd-deck to 2nd-deck one of the connections has been opened, causing the hose to fall and hitting his left arm. Fortunately no major injuries happened.	The crew were once more explained about proper handling/shifting of hydroblaster hose by use of a rope and not lowering/pulling the hose itself. Moreover, better to transfer its hose while seperated in pices and not whole together. Also more attention to be paid to prevent such negligences.	Y	Neg
DELBIN	6	SAPID	01/2/2021	01/2/2021	BANIYAS ANCH.	H.GOLESTANI	When Master Came To Bridge, He Saw CH/OFF Smoking During Watch In The Bridge So Master notice To CH/off Does not smoking in The Bridge .	All crew demonstrate in meeting, smoking in cabin And Specially , During Wach is hazardous and against company and tanker safe operation. Smoking Only Deseignated Area As Per Company Rule and Regulation.	Y	Neg
PARNIA	1	SAPID	18/1/2021	03/2/2021	SONKHALA	H.BAHRAMIAN	On 18.01.2021 @1800 hrs while vessel at SONGKHALA port loading MDF, duty officer observed that one of the stevedores smoking inside cargo hold no.4 as he was engaged in chocking of MDF. chief officer notified by duty officer and then instruct foreman to cease the operation on hold no.4 .verbal warning has given to the foreman, extra warning sign posted at the working areas and operation resumed.	During loading/unloading operation, no naked light and/or smoking is allowed at the area. Ship staff as well as stevedores shall pay full attention to safety precautions/warning signs related to the operation. Duty officer shall carry out safety round all over the vessel at regular intervals	Y	Neg
PARNIA	1	SAPID	07/1/2021	03/2/2021	CIGADING	H.BAHRAMIAN	On 07.01.2021 @1300 while vessel at CIGADING port, during hatch cover open/close operation, observed that hydraulic pipe has minor oil leakage which caused slippery surface on upper deck, at the same time responsible engineer informed to rectify oil leakage. To prevent accidental injury and/or environmental damage, area was cleaned by ship staff utilizing saw dust and rags.	Duty officer immediately stop the hydraulic pump. At the same time responsible engineer informed to rectify oil leakage. To prevent accidental injury and/or environmental damage, the area was cleaned by ship staff utilizing saw dust and rags.	Y	MB
JAIRAN	1	SAPID	16/1/2021	04/2/2021	SONKHALA	H.SOLEIMANI RAD	While vsi was at Songkia port loading MDF hatch cover was closed due to passing rain, after rain has been stopped duty officer & deck crew reopened hatch covers to resume cargo operation, during opening of hatch cover No 1 oil leakage from hydraulic pipe in stbd side of cargo hold was sighted by duty officer, he order to stop the hatch cover pump & informed ch/off simultaneously. After stopping the pump, pressure decreased significantly, crew confined spillage of oil using rags & sodas which was available in pump room, after situation be come under control Elec Off commence investigation which found out that leakage was from pipes joint, problem rectified & test made to make sure there isn't any more leakage hatch cover opened & loading resumed. Fortunately leakage wasn't great & there was no any oil pollution.	More vigilant & caution when vsi is in rainy place & hatch cover operated repeatedly More Frequently safety round Pay attention & looking for any trace of oil on deck area & network of pipes	Y	MB
DELBIN	6	SAPID	01/2/2021	04/2/2021	BANIYAS ANCH.	H.GOLESTANI	when master came to bridge , he saw one of the crew , smoking during watch in the bridge so master notice that does not smoking in the bridge.	ALL CREW DEMONSTRATE IN MEETING , SMOKING IN CABIN AND SPECIALLY DURING WATCH IS HAZARDOUS AND AGAINST COMPANY AND TANKER SAFE OPERATION . SMOKING ONLY DESEGNATED AREA AS PER COMPANY RULE AND REGULATION.	Y	Neg
DELBIN	6	SAPID	31/1/2021	04/2/2021	BANIYAS ANCH.	H.GOLESTANI	During Safety Inspection by 2nd officer from Engine Room area. He observed that assist electronic Does not use safety helmet while engaged on their routine job.	It's brought to the attention of all Engine staff that wearing of safety gears are for their own safety and whatever difficulties arises during using of them but it will guarantee their own safety of life, instead. Wearing of Ear muff and Safety Helmet at the same time it may causes some difficulties but it must be followed strictly and no excuses will be accepted in this regard. It's recommended to order and supply the Self Ear Muff Helmets (the Helmet and Ear muff attached together) for ship staff to improve the safety aspects on board ship.	Y	Neg
AREZIOO	1	SAPID	04/2/2021	05/2/2021	B.ABBAS ANCH.	R.TOHIDLOO	While vessel at B.Abbas Anchorage area, During safety patrol on deck found that few oil drum which stowed on cross deck are very rusty with the risk of leakage and pollution.	Continuous safety and security round must be maintained on deck and inside accommodation even when the vessel at anchorage meanwhile all officers and crew must be aware and careful about pollution and fire when working on deck. All scuppers must be closed on deck and sopep equipment must be easily accessible by ship's staff.	Y	Other
GANJ	3	SAPID	06/2/2021	06/2/2021	B.ABBAS ANCH.	A.BONCHEH	On 2021.02.06 at 11:15 HRS SMT, during safety round of choff in engine room it was found that the 4th. engr was without safety helmet in engine room	all safety measure should be considered before attending any job on board regardless working area is on deck and engine room . -all crew should be aware that the safety is first priority and follow the company rules regulations	Y	Neg
AREZOO	1	SAPID	04/2/2021	06/2/2021	B.ABBAS ANCH.	R.TOHIDLOO	during E/R routine watchkeeping ,it has been found that few E/R bottom floor plating were loosed	explaining the consequences of this failure then instructing all plating after maintenance must be properly fixed back.	Y	Neg
CLAVEL	6	SAPID	27/1/2021	07/2/2021	MAHSHAR	A.BARKHORDAR	At Mahshahr jetty no 03 after completion of loading Gasoil Normal on 27.01.2021 at 20:18 LT while Loading Arm disconnection , oil spilled on vessel from idle Arm adjacent to the used Loading Arm. the content (Light Naptha) of the Arm speryed on vessel's main deck nearby manifold . the amount was approximately 100 liters.	Emphasize to terminal before commence operation check all Arm & valve must be in good condition & operational . Loading master explained to jetty operators for nominated Arms & valves which are connected to vessel. to avoid any wrong operating valve on jetty.	Y	Neg



DELRUBA	3	SAPID	30/1/2021	09/2/2021	AT SEA	S.R.SAJADI	During 2nd/off navigation watch, ETO called bridge and informed that he had a job in fore mast when he approached the fore mast. Duty officer monitored him and he recognized that he wasn't wearing proper dressing (No safety harness & no gloves), he informed ch/off immediately & asked ETO to cease the job. He shall have proper equipment and permit to work shall be filled up by competence person before it has been started.	the condition of working aloft explained completely to him by ch/off.	Y	Neg
PARISAN	2	SAPID	10/2/2021	14/2/2021	VIZAG	M.KHAJEHGIRI	During discharge of cargo, deck crew engaged to park the ship's crane toward sea side. The master observed from the bridge that all ships crane head are extended up to 6 to 7 meter from ship rail. While the vessel is berthed in narrow channel and with high density of traffic which caused the other vessels pass at very close range from the crane head.	safety officer and duty officer must be familiar with correct procedure ships crane parking and maintaining all related risk assessment.	Y	Neg
PARISAN	2	SAPID	10/2/2021	14/2/2021	VIZAG	M.KHAJEHGIRI	During discharge of cargo. Due to ship high draft and low water the duty ladder is used for safe accesses and during the high water crew rigged the gangway for safe access. The master observed that duty ladder is still used by gang while the angle of ladder with ship and jetty was about more 70 degree.	safety officer and duty officer and safety representative must maintain safety rounds one deck and insure that safe access should be maintained at all time and must make sure that all deck activities comply with AP code.	Y	Neg
AMINA	3	SAPID	15/2/2021	15/2/2021	AT SEA	S.MEHRDAD	On 2021.02.15 at 15:35 while crew was engaged on painting on bridge front walkway, observed by Master that he has not fastened safety harness properly. Immediately Master ordered to wear it properly.	All personnel must be more trained by competent person, supervised by safety representative. - All personnel must be reminded with content of AP code and ship's manual part 1 / section 2.	Y	Neg
NEGAR	1	SAPID	14/2/2021	17/2/2021	CHITAGONG ANCH.		not proper gear used by workshop during installation of T/C for A.E #3	for performing any job proper and safe gear and tool have to be used.	Y	Neg
GOLSAR	3	SAPID	15/2/2021	17/2/2021	MINA SAQAR	H.AMIRI	On 15.02.2021 @ 0520 hrs AM while vessel was at MINA SAQAR port & loading aggregate by shore gear. Duty officer with deck crew attended forward station to check mooring rope. During tightening forward mooring ropes one of head lines on winch drum parted at the middle length between bollard on jetty & winch drum. due to wear & tear of mooring rope. Fortunately no incident happened & no one injured. After that Duty officer immediately informed ch. off and then parted mooring rope renewed by assisting other deck crew.	Forward & Aft mooring ropes to be inspected by responsible officer for any damages & fatigue. -Any rotten mooring rope to be replaced by new one -All Forward & Aft mooring lines to be covered by tarpaulin while vessel is at anchorage for long time & during sea passage to avoid rotteness of rope. -During checking forward & aft mooring rope it has to be noticed that there should be same tension equally on mooring ropes	Y	Neg
PARISAN	2	SAPID	17/2/2021	19/2/2021	VIZAG	M.KHAJEHGIRI	On 14.02.2021 at 14:50 hrs when vessels was at VIZAG port, prior departure, when pilot embarked the vessel, he claimed about the pilot boarding arrangement.	Fixing the pilot ladder shall be carried out under supervision of in charged duty officer and deck crew shall be trained for correct fixing of pilot ladder.	Y	Neg
ROSHAK	2	SAPID	06/1/2021	22/2/2021	DONGJIAKOU ANCH.	S.J.MOOSAVI	DURING CLEANING OF TRACKWAY HATCH NO 5. BOTH ABLE SEAMENS WITHOUT SAFETY BELT GONE ON HATCH COAMING FOR CLEANING TRACKWAYS, DUTY OFFICER OBSERVE AND STOP THE JOB AND INFORM SAFETY OFFICER (CO).	ATTENDED RISK ASSESSMENT AS A ROUTINE JOB FOR ANY OPERATION AND CONTROL MEASURE TAKEN TO REDUCE THE RISK	Y	Neg
GOLAFRUZ	3	SAPID	04/2/2021	22/2/2021	PARANAGUA	J.POORMEHD	ON 04.02.2021 WHILE VESSEL WAS AT LOADING PORT ONE OF THE GALLEY STAFF CAME ON DECK FOR PUT THE GARBAGE IN THE GARBAGE BIN OBSERVED HE DID NOT WEARING FACE MASK AND ALSO BRAZILIAN LABOURS HEADS OF DEPARTMENTS SHALL TRAIN THEIR CREW FOR PRECAUTIONS AGAINST CORONA VIRUS AND IMPORTANCE OF FACE MASK WHILE VESSEL IS AT PORT. STANDING THERE WITH OUT USING MASK. NONE OF THEM DID NOT PAY ATTENTION TO CORONA VIRUS PANDEMIC.	HEADS OF DEPARTMENTS SHALL TRAIN THEIR CREW FOR PRECAUTIONS AGAINST CORONA VIRUS AND IMPORTANCE OF FACE MASK WHILE VESSEL IS AT PORT.	Y	Neg
GOLAFRUZ	3	SAPID	05/2/2021	22/2/2021	PARANAGUA	J.POORMEHD	ON 2021.02.05 AFTER COMPLETION OF LOADING, FUMIGATION TEAM WAS ON BOARD. THEY REQUEST FOR USING OF FACE MASK AND RIGGED PRECAUTIONARY YELLOW STRIPES IN FRONT OF ACCOMMODATION. AT 04:00 THE MATTER OF USING THE MASK DID NOT DISCUSS WHILE HANDING OVER THE WATCH. NEW AB PROCEED TO THE DECK WITHOUT SAFETY MASK AND IGNORED THE WARNING SIGNS.	HEAD OF DEPARTMENT SHALL TRAIN THEIR CREW FOR PROPER HAND OVER/TAKE OVER THE WATCH. IF HANDING OVER TEAM PROPERLY INFORMED TO THE NEXT TEAM RELATED MATTER, NEVER HAS BEEN OCCURED.	Y	Neg
DELRUBA	3	SAPID	13/2/2021	22/2/2021	AT SEA	S.R.SAJADI	BEFORE ARRIVAL TO DAFENG PORT AS PER MASTER INSTRUCTION ALL LSA/FFA/EMG. EQUIPMENT SUCH AS CO2 ROOM, STEERING ROOM, EMG. GEN. AND etc. INSPECTED AND TESTED WITH THE PRESENCE OF CHOFF, 2ND/ENG, ETO 1, OTHER DECK OFFICERS AND ETO 3. DURING INSPECTION FOUND OUT MANUAL STARTING OF EMG. GEN. IT'S NOT OPERATIONAL.. SAFETY ROUND CONTINUED AND ALL OTHER EQUIPMENTS ARE FOUND SATISFACTORY.	DURING WEEKLY INSPECTION OF ETO1 & ENGINEERS, THE MANUAL STARTING ALSO WILL BE TESTED.	Y	Neg
JAIRAN	1	SAPID	17/2/2021	25/2/2021	B.ABBAS	M.NABIZADEH SH.	ON 17.02.2021 WHILE V/L WAS ALONGSIDE JETTY NO.12 IN SHAHID RAJAEI PORT. DURING LOADING OF CEMENT IN BAG DUTY OFFICER FIND THAT THE FRONT GLASS OF CRANE'S CABIN WINDOW FELLE DOWN INTO THE HOLD. FORTUNATELY NOBODY WAS UNDER THAT AREA AND ONLY GLASS WAS BROKEN.	WINDOW PREPARED BY SHIP STAFF AND INSTALLED SECURELY. MORE CAREFULL WHEN OPERATOR IS INSIDE CRANE'S CABIN.	Y	Neg
Ganj	3	SAPID	27/2/2021	28/2/2021	B.ABBAS ANCH.	A.BONCHEH	while officer steward was engaged cleaning of vegetable room with help of other saloon staff suddenly his right hand index finger trapped between two cartoons. fortunately no any injuries occur.	when receiving provision, all cartoon must be properly secured to avoid shifting and falling from height.	Y	Neg
DELNAVAZ	2	SAPID	17/2/2021	28/2/2021	PARADIP PORT	S.AMINZADEH	during port stay and cargo operation one of crew was talking with foreman within close distance without face mask	during visiting of ports all requirement of WHO /and head office, regarding covid -19 to be observed, and use of face mask and gloves and complying with safety social distance to be observed and should be carried out as per requirement.	Y	Neg
DELNAVAZ	2	SAPID	18/2/2021	28/2/2021	PARADIP PORT	S.AMINZADEH	During port stay observed for several times that crew were not using appropriate personnel safety gears. The use of safety gears emphasized during the safety drills and safety review and during consolidated meeting but it seems that neglected by crew is the main cause and it needs more practice	All crew and officers should use protective gears during day work without any excuse & negligent, follow the check list. Safety off/ch.off shall check the safety matters before commencement of any job.	Y	Neg

DELNAVAZ	2	SAPID	25/2/2021	28/2/2021	AT. SEA	S.AMINZADEH	During routin maintenance of ship's crane, it was observed that the two elec/off are working on crane boom,without notifying the bridge and did not fix the safety harness strap on fix position. Duty officer stopped them.It happened due to negligence of crew to use proper safety protective equipment. Permit to work check list was not followed.	Before commencement of any working aloft, all crew must notify the duty officer in order to fill up the relevant checklist to avoid any serious incident. All crew and officers should use protective gears during day work without any excuse & negligent, follow the check list. Safety off/ch.off shall check the safety matters before commencement of any job	Y	Neg
DELNAVAZ	2	SAPID	18/2/2021	28/2/2021	PARADIP PORT	S.AMINZADEH	While crew were assigned to clean hold railings (track way) it was note that one crew member was standing over the railing and cleaning the railings. He was stopped and the safety aspects explained to him.	Continuous inspections of the crew should be done. All jobs must be carried out directly under supervision of expert person and it must continuously check and monitor by competent person. The person caring out the duty must follow and observe at least minimum safe working procedure. The person must not over confident on their working standard. The safety assessment for the given job to be observed by working personnel till the end of the job	Y	Neg
DELNAVAZ	2	SAPID	30/1/2021	28/2/2021	BIK PORT	S.AMINZADEH	In BIK port during transferring sludge by work shop, the hose pipe took a part due to bad quality and oil leaked over the deck	Before commencement of any job , must fill up the relevant checklist to avoid any serious incident. All jobs must be carried out directly under supervision of expert person and it must continuously check and monitor by competent person. The person caring out the duty must follow and observe at least minimum safe working procedure. The person must not over confident on their working standard. The safety assessment for the given job to be observed by working personnel till the end of the job.	Y	Neg
DELNAVAZ	2	SAPID	21/2/2021	28/2/2021	AT. SEA	S.AMINZADEH	One of ENG. crew member was shocked by electricity while he was working with electrical equipment. It happened due to his wet cloths and body and improper shoes . fortunately no serious injury occurred.	Wet cloths and wet body without proper safety dress can cause injury to the personnel. All jobs must be carried out directly under supervision of expert person and it must continuously check and monitor by competent person. The person caring out the duty must follow and observe at least minimum safe working procedure. The person must not over confident on their working standard. The safety assessment for the given job to be observed by working personnel till the end of the job.	Y	Neg
SAVIZ	1	SAPID	06/2/2021	02/3/2021	AT SEA	V. FARAHANI	On dated 06 / 02 / 2021 at 13:30 when deck crew attended to painting maintenance of forecstle deck ,one of deck crew(OS)was painting container pillars when both hands was interferred also one leg on edge of hold and another leg on pillar ladder(2 meter - height) while ship was rolling about 5 degs. He lost his balance. Fortunately no accident happened.	All deck crew members well notified safety procedures by safety officer, indeed safety is first	Y	Neg
JAIRAN	1	SAPID	04/3/2021	04/3/2021	E(AFRICA EAST COAST)	M.NABIZADEH SH.	ON 03.03.2021 AT 14:00 SMT WHILE V/L WAS UNDERWAY, MASTER DURING HIS INSPECTION FROM DECK, FOUND THAT DECK CREW WHO WERE ENGAGED IN TRANSFERING PAINT DRUMS TO PAINT STORE, WERE SMOKING NEAR BY PAINT ROOM. HE IMMEDIATELY CEASED OPERATION AND WARNED DECK CREW ABOUT THE DANGEROUS COSEQUENCES OF SUCH AN UNSAFE ACT.	TRAINING SESSION WAS HELD FOR ENGAGED CREW AND THEY WERE INSTRUCTED TO BE MORE VIGILANT AND RESPONSIBLE REGARDING THEIR OWN AND OTHERS SAFETY WHILE WORKING.	Y	Neg
AYSAN	1	SAPID	22/2/2020	06/3/2021	PERSIA HORMOZ DRY DOCK	M.GHASEMI	On 2021.02.20 at 1000 while v/l was in Persia hormoz dry dock when duty officer was took a round observed the hatch cover hydraulic jack is leaking ,duty officer immediately informed CH/OFF .After more investigation and taking all precaution ELECT/ENG attended the hydraulic jack and rectified the problem.the area was cleaned by ship's crew	safety round should be carried out before and after opening or closing the hatch cover so it would prevent the oil spill.ELECT/ENG should be checked the hydraulic jack at regularly.after completion of rectified the problem , CH/OFF explained to crew that checked all hydraulic jack of hatch cover and adequate equipments must be used for all cleaning and perevention of pollution and if observed any trace of oil immediately informed to duty officer and attended for perevention of pollution.	Y	MB
ARTARIA	3	SAPID	20.03.2121	08/3/2021	b.abbas jetty no:31		while vsi was b.abbas port (shahhed rajee port) jetty no:31 loading iron ore pellet in bulk with ship's crane shore bucket being used. 08.03.2021 at:1630 when crane operator lifeted cargo from truck on jetty suddnly crane no:4 hoisting wire relased and bucket with cargo fell down on jetty , fortunately no dammage and injury happened.	check all cranes thoroughly before cargo operation.	Y	
ELYANA	1	SAPID	08/3/2021	09/3/2021	AT SEA	M.R.Moradkhani	During routine inspection of crane hook no.1.it found that the pin of the hook connected to the lifting block is slided out. After inspection,it found that the pin is not suitable for the place it is used.It need to be replaced by original one.	Proper and effective routine inspection of lifting gears and their accessories.	Y	MB
DELICE	6	SAPID	09.03.2021	09/3/2021	KHOWR-E-MUSA ANCHORAGE	A.R.MOAREFIAN	While one of the deck crew was working with hydroblaster at 200 bars pressure, he nearly hit the bosun's leg as he approached him from back. Fortunately the duration of hitting was short,so no injuries happened.	Once more crew were mustered and briefed for safety precautions while working with hydroblaster.	Y	
ELYANA	1	SAPID	10.02.2021	10/3/2021	KO SI CHANG ANCHORAGE	M.R.Moradkhani	V/L was at Ko Si Chang anchorage , engaged in discharge operation with ship's cranes. On 03.03.2021 at 08:00,the crane operator repoted that the hoisting wire on drum is twisted and one slack round knotted under the other . Investigation showed that during crane routine maintenance , the brake of the drum was off,and the wires on drum were so loose that after starting the operaton,drum rotates and sudden movement causes the slack wires knotted together	training of the electricians. supervision by the deck officer/ch officer during and after operation test before use	Y	

DEVREZ	6	SAPID	06.03.2021	10/3/2021	BIK OPL ANCHORAGE	P.EJLALI	On 06.03.2021 at 10:00 while vessel was in BIK OPL chief officer was for routing inspection in engine room while in passage for entering to ECR leaning to safety guard find that there are not good fixing	All time after unfixing safe guard make sure that safe guard is fixing position .	Y
ARTMAN	2	SAPID	03/11/2021	10/3/2021	at 25 38 N LONG 057 09 E	SDH.NODEHI	AFTER DEPARTURE FROM SAROOJ PORT ,SHIPS CREW PLANNED TO ARRANGE MOORING LINES ON THE WINCHES , AT 20:00 ENGINEERS CALLED BRIDGE AND NOTICED THAT ONE OF THE MOORING WINCH POWER IS ON .SIMULTANEOUSLY CREW INFORMED TO ESTABLISH SAFETY ROUNDS ON DECK. FINALLY FOUND THAT ONE OF THE WINCH WAS SWITCHED ON.	AFTER COMPLETION OF ANY OPERATION ESTABLISHMENT OF SAFETY ROUND REQUIRED ON DECK.	Y
ARTMAN	2	SAPID	24.03.2021	10/3/2021	AT SEA	SDH.NODEHI	ON DATE 10/03/2021 AT 16:00, DURING COMMON SAFETY ROUND BY SAFETY OFFICER.OBSERVED ENGINE STAFF SMOKING NEAREST THE STBD BUNKER STATION .IMMEDIATELY CREW NOTICED ABOUT HAZARDS AND CONSEQUENCES REGARDING THEM ACTS.	AFTER SUCH ACT ,SAFETY OFFICER MENTIONED BELOW IMPORTANCE SUBJECTS AMONGST CONCERNED SHIP STAFF: NOT TO SMOKE AT CABINS,DECK,ENGINE ROOM OR ANY OTHER SIMILAR PLACES WHICH HAS SAFETY HAZARDS.  Follow the company ISM. Seafarers should take care of their own safety and health and of other persons who may be affected by their acts or omission at work.	Y
DELICE	6	SAPID	11.03.2021	11/3/2021	KHOWR-E-MUSA BAR ENTRANCE	ALIREZA MOAREFIAN	Digital governor unit of main engine failed due to low voltage alarm on DGU panel , subsequently main engine alarm appeared and engine stopped by overspeed shut down safety means.	Electronic related boards to be inspected and maintained as per PMP intervals and even more frequently as required.	Y
DARYABAR	3	SAPID	13.03.2021	13/03/2021	B.I.K. OUTER ANCHORAGE	M. ESFANDIARI	On 12.03.2021 At 20:45 SMT while the M/E was on short notice, due to bad weather, OOW suddenly observed abnormal weather with wind gusting up to 30 knots. He informed the MASTER to the bridge, duty engineer to ECR, anchor party and helmsman to the bridge accordingly since sign of dragging observed. In order to enhance safety, MASTER decided to keep anchor party stand by till wether improvement and in order to prevent dragging and keeping the vessel on her anchor position, ordered to use engine and adjust ships heading against the wind and maintained position. Fortunately with on time decisions/actions of all engage staff, vessel could kept on her anchor position and avoid dragging which could lead the vessel toward dangers. the situation has overed at 23:30 hrs.	All safety precautions / measures to be cross checked by all departments specially when the vessel has warned about this kind of situation. proper oredre, instructions will prevent the vessel to run to danger.	Y
DELICE	6	SAPID	18.03.2021	14/3/2021	ASALUYEH ANCHORAGE	ALIREZA MOAREFIAN	One of the Engine staff was going to apply grease to the seawater p/p while the p/p was running.	A training session was held and once more the importance of safety precautions and procedures were outlined and crew were briefed to perform any maintenance as per SMS manuals.	Y
ELYANA	1	SAPID	19.03.2021	15/3/2021	Arabian Sea	M.R. Moradkhani	During washing main deck with Q machine, when A.B wanted to turn off the Q machine, he felt electric shock. But the power was low and nothing happened.	ETO should be make sure that the Q machine which in good condition and before each use should be checked. Crew members should be aware of dangers of the Q machine and take Safety precaution to prevent Dangerous events.	Y
ELYANA	1	SAPID	17.03.2021	17/3/2021	ARABIAN SEA HRA	M.R.MORADKHANI	WHILE THE VESSEL NAVIGATING TROUGH HIGH RISK AREA (HRA) AT ARABIAN SEA , KEEPING THE SECURITY MEASURES OF LEVEL 3,SOME CREW CAME OUT OF THE ACCOMODATION AND CELEBRATED THE IRANIAN LAST WEDNESDAY THE YEAR CEREMONY BY MKING A FIRE IN EMPTY DRUM .OOW NOTICED THE FIRE AND IMMEDIATELY ANNOUNCED EVERYBODY TO EXTINGUISH THE FIRE AND COME BACK INSIDE ACCOMODATION.	MORE DRILL TO IMPROVE THE CREW KNOWLEDGE SSO SECURITY ORDER TO FOLLOW	Y
GANJ	3	SAPID	26.03.2021	26/03/2021	MINA SAQR PORT	A.BONCHEH	While crew were assigned to clean hold railings it was note that one crew member was standing over the railing and cleaning the railings. He was stopped and the safety procedure explained to him.	Continuous inspections of the crew should be done.	Y
BASKAR	2	SAPID	28.03.2021	28/3/2021	AT SEA	M.SOLEIMANI	AT 14:30 WHILE V/L UNDERWAY & SEA STATE WAS SLIGHT/MODERATE.AT THE MOMENT 2ND/OFFICER ENCOUNTERED A CROSSING SITUATION FROM PORT SIDE THAT THERE WAS NO ACTION FROM MENTIONED V/L .SAME TIME CREW WAS ENGAGED WITH GREESING CRANE NO 1 WIRES .OOW CALL MASTER FOR NAVIGATION SITUATION & AFTER MASTER TOOK OVER THE CON, HAVE TO DO ORDER TURNING TO STBD BY 10 DEGREE RATE OF TURN AS WEELL AS AWARE OF CARPENTERE ON THE BASKET & GREESING WIRES. FINALLY HE TURN THE V/L 360 DEGREE TO PASS FROM STERN OF PORT SIDE CROSSING V/L & SAME TIME THE BASKET WAS A LITTLE ROLLING & MASTER INFOREM THE BUSON TO STOP THE JOB AND LOWER THE BASKET & PUT ON HATCH COVER NO 1. THEREFORE IF THE SITUATION WAS MORE COMPLICATED TO FORCE TURNING OF V/L BY HIGH RATE OF TURN IT WILL CAUSE SERIOUS DAMAGE TO INSTRUMENT AND PERSONS INVOLVED THE OPERATION	PLAN TO DO SUCH MAINTENANCE IN SMOOTH WEATHER CONDITIONS AND AREAS WITHOUT TRAFFIC DURING NAVIGATION OR CARRING OUT THE JOB DURING ANCHORAGE IF POSSIBLE.	Y
GOLSAR	3	SAPID	28.03.2021	17/3/2021	B.ABBAS	H.AMIRI	On 17.03.2021, 1130hr LT, @ B.ABBAS OPL anchorage, Deck crew engaged in hold cleaning and cargo residue was taking out from hold no.3 cargo hold by means of mucking winch. During lifting up the cargo residue in cargo hold no.3 and when cargo on drum reached on deck (out of cargo hold) suddenly locking arrangement eyes of davit broken and whole davit with cargo on drum fell down on deck .	1-in order to prevent re- occurrences of such near misses and before doing of such a operation condition of all holding arrangement of davit for any holds to be inspected by responsible officer.  2- Plan maintenance programs to be strictly observed by responsible officer in order to check/maintaining all inspected items on board at proper operation condition .	Y
ARTIN	3	SAPID	31.03.2021	20/3/2021	SHUAIBA PORT	M.NOURI	ON 19.03.2021 AT 16:10 LT AT SHUAIBA PORT BERTH NO.8 AFTER COMPLETION OF DISCHARGE OF CARGO FROM HOLD NO.7 WHEN CREW WERE ENGAGED IN CLEANING OF TRACKWAY OF HATCH COVER NO.7, DUTY OFFICER OBSERVED THAT AN OS WAS DANGEROUSLY WALKING ON HATCH COVERS TRACK WAY WHILE HATCH COVER WAS OPEN & CARGO HOLD WAS COMPLETELY EMPTY & THERE WAS RISK OF FALLING DOWN INTO CARGO HOLD.  DUTY OFFICER IMMEDIATELY STOPPED HIM & ALSO INSTRUCT HIM AS WELL AS ALL OTHER DECK CREW THAT SHALL NEVER WALK ON HATCH COVER TRACK WAY WHEN THE HATCH COVER IS OPEN.	ALL CREW WELL BRIEFED TO NEVER WALK ON HATCH COVER'S TRACK WAY WHEN THE HATCH COVER IS OPEN & ALSO SHALL USE SAFETY GUARDS & SECURING TOOLS. SAFETY BELT / SAFETY HARNESS WHEN WORKING ALOFT. RESPONSIBLE OFFICER / PERSON SHALL PROPERLY SUPERVISE THE CREW TO PROPERLY FOLLOW THE SAFETY RULES & PRECAUTIONS WHEN WORKING ON BOARD.	Y