TO ALL FLEET VESSELS

Ref: DMA-SAPID/AIFI01/00/C1134
Date: 2021.06.21

In The Name Of God

Dear Captain
Good Day,

Pl's find attached file ***"NEAR MISS & FLEET CASUALTY 1ST.QUARTER 1400"*** *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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SAPID SHIPPING co.
Global service, Global Partnership

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FLEET CASUALTIES

VESSEL'S NAME	SM	COMPANY	DATE	VOYAGE NUMBER	PLACE	NAME OF MASTER	CODE	Category
ARTARIA	3	SAPID	15/2/2021	ODD-0009	China to Iran	CAPT.M.FIROOZI	13.8	1
WARTA	2	SAPID	2021.03.24	S6-2301	B.I.K	MEHDI DARVISHNARENJBON	13.8	1
WARTA	2	SAPID	2021.03.24	S6-2301	B.I.K	CAPT.M.DARVISH.N	6.2	1
DELICE	6	SAPID	31.03.2021	S7-0257-D3	KAZ OPL	CAPT.A.R.MOAREFIAN	6.4	2
OURA	2	SAPID	06.04.2021	S6-2296	BEDIBUNDER ANCHORAGE	CAPT.F.EBRAHIMI	6.2	1
NEGAR	1	SAPID	2021.04.18	SCY-1098	YANGON TO P.KLANG	M.YAGHOUBI	13.7	1
JAIRAN	1	SAPID	19.04.2021	S4-2614	BND ANCHOR	M.NABIZADEH SH	13.8	1
ARSHAM	2	SAPID	19.04.2021	S6-2306	MAGDALLA ANCHORAGE	H.DELBARY	13.8	1
ARTMAN	2	SAPID	24.04.2021	S6_2283	AB	SDH.NODEHI	13.8	1

FLEET CASUALTIES

MIAMAPRIDE	2	SAPID	25.04.20	s6-2316	B.ABBAS	E.KHOJASTEHNEJAD	13.8	1
AMINA	3	SAPID	01/5/2021	S6-2308	SHUAYBAH	A.ARMANDEI	13.7	1
ELYANA	1	SAPID	25.04.2021	s4-2613	Cigading	Sh.sharifi	6.3	2
SAVIZ	1	SAPID		S4-2099	AT SEA	M. Vasheghani Farahani	6.1	2
BASKAR	2	SAPID	01.05.2021	S6-2309	MAGDALLA / INDIA	MAHDI SOLEIMANI	6.3	2
ELYANA	1	SAPID	26.04.2021	S4-2613	Cigading	Sh.Sharifi	6.3	2
BASKAR	2	SAPID	01.05.2021	S6-2309	Magdalla anch	MAHDI SOLEIMANI	6.3	2

FLEET CASUALTIES

BASKAR	2	SAPID	01.05.2021	S6-2309	MAGDALLA / INDIA	MAHDI SOLEIMANI	6.3	2
PARISAN	2	SAPID	02.05.2021	S6-2322	SONGKHLA // THAILAND	M.KHAJEHGIRI	6.3	2
BASKAR	2	SAPID	04.05.2021	S6-2309	MAGDALLA ANCHORAGE	MAHDI SOLEIMANI	6.3	2
AYSAN	1	SAPID	5.12.2021	S4-2618	SHUAIBAH	A.R.KARIMI	6.3	2
BAVAND	2	SAPID	09.05.2021	S6-2303	ZHENJIANG	F.RABIE	6.3	2
BAVAND	2	SAPID	10.05.2021	S6-2303	ZHENJIANG	F.RABIE	6.3	2
BAVAND	2	SAPID	11.05.2021	S6-2303	ZHENJIANG	F.RABIE	.6.3	2
PARNIA	1	SAPID	13.05.2021	XPG-1679	Asaluyeh to B.ABBAS	YASIN DERIS	13.7	1
ARDAVAN	2	SAPID	10.05.2021	S6-2325	B.ABBAS	M.MOTALEI	13.7	1
AYSAN	1	SAPID	2021.05.15	S4-2618	SHUAIBAH ANCHORAGE	ALIREZA KARIMI	13.7	1

FLEET CASUALTIES

BAVAND	2	SAPID	25.05.2021	S6-2303	ZHENJIANG To VIZAG	F.RABIE	13.7	1
AYSAN	1	SAPID	12.05.2021	S4-2618	SHUAIBAH	A.R.KARIMI	6.3	2
ARTARIA	3	SAPID	14.05.2021	S6-2329	B.Abbas	Mohammad Firoozi	6.3	2
NEGAR	1	SAPID	19.05.2021	scy-1101	port klang north port	m.yaghoubi.k	6.3	2
ELYANA	1	SAPID	21.05.2021	S4-2616	BIK	SH.SHARIFI	6.3	2
ELYANA	1	SAPID	21.05.2021	S4-2616	BIK	SH.SHARIFI	6.3	2
BEHDOKHT	2	SAPID	22.05.2021	S1-0163	B.ABBAS	B.ESMAILIAN	6.3	2
BASKAR	2	SAPID	23.05.2021	S6-2327	B.ABBAS	MEHDI SOLEYMANI	6.3	2
BAHJAT	2	SAPID	23.05.2021	S6-2319	MAGDALLA ANCHORAGE	CH.BARZEGARI	6.3	2
BAHJAT	2	SAPID	26.05.2021	S6-2319	MAGDALLA ANCHORAGE	Capt.CH.Barzegaei	6.3	2
BAHJAT	2	SAPID	27.05.2021	S6-2319	MAGDALLA ANCHORAGE	CH.Barzegari	6.3	2

FLEET CASUALTIES

BAHJAT	2	SAPID	30.05.2021	S6-2319	MAGDALLA ANCHORAGE	CH.BARZEGAEI	6.3	2
BAVAND	2	SAPID	25.05.2021	S6-2303	ZHENJIANG To VIZAG	F.RABIE	13.7	1
PARSHAD	2	SAPID	09.06.2021	S6-2335	AT SEA	F.MOHAMMADNIA	13.7	1
BAHJAT	2	SAPID	29.05.2021	S6-2313	MAGDALLA ANCHORAGE	CH.BARZEGARI.KH	13.8	1
BAVAND	2	SAPID	15.06.2021	s6-2347	AT SEA	F.RABIE	13.7	1

FLEET CASUALTIES

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BRIEF DESCRIPTION	CARE GORY	***Reported MD***
He slipped fell and down during Rough sea and vl heavy rolling while at work in galley,pain and bulge symptom.(MAHDI NASRABADI)	LSI	
During Working on Expansion joint of Ballast line DB NO1 STBD Side while tightening the bolt & nut the wrench hit to the down side the mentum of Mr.ASHKAN JABERANSARI (CARPENTER) & cause small gash on his skin .(ASHKAN JABERANSARI)	LSI	
You Are Hereby Notified That, At 16:00 Lt On 24.03.2021 At B.I.K, During Loading Of Cargo Hold No.4 By Crane No.4 With Full Loaded Shore Grab ,Accommodation Ladder Sitting Beam Impact By Grab & Deformed And Can Not Hold Accommodation Ladder Secured In It 'sPosition For voyage.	SC	
1-station: 60 meter - outer dimension: 50 mm - / 2-R_bar: 50 meter – dimension: 23 mm 3-flat bar: 19 pcs (dimension: height:103 cm width:63 mm thickness: 16 mm) 4-Support flat bar: 6 pcs (dimension: height:61 cm width:63 mm thickness: 16 mm) 5-Fish plate: length: 30 meter height:23.5 cm thickness:10 mm / 6-Hose guard: length: 16 meter outer dimention:35 cm 7-hose guard bracket: 11 pcs (dimention: height: 77 cm width:26 cm angle bar:71 mm thickness:10 mm)8- support pipe for hose guard bracket: 12 mtr dimension:50 mm 9-pilot station door and fwd life raft door: stanchion: 250 cm outer dimention: 95 mm + 4 hinge +R-bar 250 cm d:23 mm 10-full extend of damage will be ascertain after detail inspection.	SC	
ON 06.04.2021 AT 1315 HRS LT WHILE DISCHARGING BULK CLINKER TWO VERTICAL SECURING ANGLE BAR AND STANDING PLATE OF STBD ACC. LADDER DEFORMED BY HITTING OF FALLEN SHIP'S GRAB.IN ADDITION ABOVE THE GAURD RAIL AND SUPPORTING STANCHIONS OF PILOT EMBARKATION POINT ON STBD SIDE NEAR ACC. LADDER BROKEN & DISMANTLED	SC	
On 2021.04.17 after completion of welding on deck while ship's welder wanted to form the malleable welded metal removed his welding maskshield and tried to forming the malleable weld that one small chip of weld hurled into his left eye and hurts to his left eye iris of the eye.(MOHAMMAD MOFIDI)	SI	
ON 11.04.2021 WHEN BOSUN ENGAGED IN UNCOILING NEW WIRE OF CRANE, SUDDENLY TIMBLE OF WIRE RELEASED AND HIT HIS RIGHT SHANK AND ULCERATE HIS LEG.AFTER FEW DAYS HE FEEL PAIN IN HIS RIGHT KNEE.AFTER TREATMENT ON BOARD STILL PAIN EXIST.TO BE VISITED BY DOCTOR FOR FUTHER TREATMENT.	LSI	
On 19.04.2021@05:15 during cargo operation stabilizer wire for crane hold no 3 twisted & cargo operation stopped. Cargo supervisor asked to rectify the problem and resume cargo operation. Dutyofficer and 2 AB proceed to rectify the problem. Duty officer and AB's wear PPE. Duty officer askedAB to close hold no 3 for more safety . After open the stabilizer wire AB suddenly lost his balance and fell down on his back side from the hatch coaming to main deck. He was feeling pain, and then duty officer and chief officer and the other crew transfered him to his cabin with stretcher.	LSI	
ON 23/04/2021 @14:00 WHILE ABOVE MENTIONED PERSON WORKING WITH HIGHPRESSURE DE_SCALING MACHINE SUDDENLY PASSING OF HIGHPRESSURE HOSE THROUGH HIS SAFETY SHOSES CAUSED MINOR WOUND IN HIS LEG.	LSI	

During berthing operation on 24.04.2021 when aft tug aproaching for pass the aft station tug line,massenger line was broken due to weakness of tug massenger line,and aft personal tried to heave up the tug line with using their hand and caused result 2nd officer mohammad rahdari found backache due to excessive load on his back.	LSI	
As the O.S (Nima Jahanshiri) instructed to signal crane operator for discharging cargo from port side of the cargo hold. The mentioned person stays on the grating plate near hatch operating joy stick and completed his task, then he jumped from grating plate on deck instead of using ladder. Approximate height of 1.10 mtr. This caused extreme pressure over his leg and after few minutes he felt severe pain on his left testicle	SI	
While vessel was engaged discharing operation on 25.04.2021 at 0200 crane operator mishandlingcuased damage to stanchion near hatch 3 starboard side.	SC	
Th is Is To I nforrn That, On 06/04/2021 At 05 .52' Am (Lrnt), Port Side Aft Of Vessel Vibrated Very Strongly, E/R Alarms Activated & Black-Out Take Placed, Hence Going To Port Side Aft Rashly & Observed Smoke & Explosive Gas Around Of Mentioned Area, After That Going To E/R Immediately & Found Sea-Water Coming In E/R & Sea Water Level Increased To Generator Alternator & Big Value Of Seawater Splash To First Floor Of E/R With Height Of 4.0 Meter, During This Time No.3 A/E Is Running. Therefore, Stopped Generator From C/R & Quickly Action Taken & Closed All Quick Closing Valves, Water Tight Door, Air. Bottle Starting Valves, Fan-Flaps/Funnel & Etc. Furthermore, Sea-Water Level In E/R Increased To First Floor & All Of E/R Machinery Flooded Inside Of Sea-Water & Sea• Water Level Increased To Water Line Of Ship's Then Sea-Water Level Corning To Constant & Trim Increased From 2.5 Meter To 6.8 Meter & Calculated Around 6000 Tone Sea-Water Goes In E/R. With Noted That, Taken Sounding Measurement From All H.O I D.O & Water Ballast Tanks & Found D.O Storage Tanks (P& S) Sides From Nil Increased Level To 80 Cm, Then Inspected Inside Of All Hatches & Seen No.5 Hatch, Sea-Water Corning Inside Slightly & All Of Mentioned Sounding Level Not Changing. As Per May Investigation Regarding Extent Of Damage & Flooded All Of Machinery 28 Days Inside Of Sea-Water & Present Sea-Water Mixed With Dirty Oil I D.O /Sludge, We Can Estimate All Of.Electrical Equipment Damaged Completely. Because Explosion Occurred Inside Of E/R & Cause Created Two Big Holes, Each Around 2x3 Meters Between Engine Frame No's 20 To 27 & Damaged Shell Plating, Removed From Foundation Ows, G.S P/P, 1-1.0 Transfer P/P & Also Damaged All Of Overboard Valves, Removed M/E Crankcase Doors, ... For Your Kind Perusal Most Of Machineries In Port Side Bottom Floor Of E/R Unacceptable To Use In Future.	MD	
On 01.05.2021 at 20:00 LT while v/l was at Magdalla anchorage during cargo operationfollowing location have been damaged.1- on abreast of cargo hold no 2 port side, standing platform stanchion & railingpipe dia 46 mm, lenght.3 meter, plate bar dia:25 mm 3 meter,rectangular plate 3 mter* breadth:7 cm * 20 mm thickness	MD	
While vessel at cigading port,during discharing of steel billets due to bad operation of craneand lift truck operator steel billet touch the ships hull (fram no 55-70-90)and scratched theship's hull paint	LSC	
On 01.05.2021 at 2300 LT while v/l was at Magdalla anchorage during cargo operation following locationhave been damaged.1- raling around australian ladder aft part of hold no 2 damaged & broken at one point,pipe dia:33 mm , L:1 meter, plate bar 20 mm dia & lenght 1 meter	MD	

On 01.05.2021 at 09:30 LT while v/l was at Magdalla anchorage during cargo operation following locationhave been damaged.1- on abreast of hold no4, stbd side, railing (pipe dia 46 mm, L:1 m) & plate bar L:1M dia:25 mm 2- on abreast of hold no4, stbd side, railing (pipe dia 46 mm, L:2 m) & plate bar L:2 M dia:25 mm 3- on abreast of hold no4, stbd side, railing (pipe dia 46 mm, L:5 m) & plate bar L:5 M dia:25 mm 4- on abreast of hold no4, stbd side, railing (pipe dia 46 mm, L:1 m) & plate bar L:1 M dia:25 mm 5- on abreast of hold no4, stbd side, supporting stanchion (plate L:2 m* breadth 7cm *thickness 20 mm	MD	
PAON 02.05.2021 DURING LOADING OF MDF IN BUNDLE BY SHIP'S CRANE, OBSERVED THAT THE CRANE OPERATOR DAMAGED TO DECK GUARD RAIL AND BROKE TWO GUARD RAILS	SC	
ON 04.05.2021 at 09:00 LT while v/l was at Magdalla anchorage during cargo operation following location have been damaged: 1- On abreast of cargo hold no 3 stbd side railing(pipe dia 46 mm, lenght: 1.5 mtr) plate bar lenght :1.5 meter & dia:25 mm 2- On abreast of cargo hold no 3 stbd side railing(pipe dia 46 mm, lenght: 1.5 mtrplate bar lenght :1.5 meter & dia:25 mm	SC	
On 12.05.2021 while wessel wast shuaibah port at 1230 Discharging operation commence after DELIVERY of ships crane to stevedore confirming their normal operation at 1305 lt while discharging operation in progess due to mishandling & bad operation of crane operation crane no. 3 the hoisting wire twisted around hoisting wire drum and caused to damaged to hoisting wire.	MD	
While Stevedors were engaged on discharging cargo from hold no 2 by ships crane no 2 . On 09.05.2021 at 2113 hrs ne horizontal hand rail on fwd of hold no.3 (stbd side) broken and dented. Damage including : pire dia= 45 mm l=1500mm	MD	
While Stevedors were engaged on discharging cargo from hold no 4 by ships crane no 3 . On 10.05.2021 at 0310 one horizontal hand rill next to hatch no 4 STBD side fwd part denred. Damage inoludes; PIRE DIA=45mm L=1500mm ROD DIA=20mm L=1500mm	MD	
Wile stevedores were engaged on discharging cargo from following hols on: 11.05.2021 at 2120 two horizontal & vertical hand rail between hatch no 2&3. (STBD side) fwd part dented & broken and also two horizontal & vertical hand rail fwd of hatch no 4 (STBD side) fwd part dented. Damage includes PIPE DIA=45mm L=4000mm ROD DIA=20mm L=4800mm VERtical Stanchion +l2040mm Wide=80mm THICKNESS=20mm	MD	
During normal job washing the last station using fresh water hose while tightening the hose clamps the screw driver accidentally plunged deeply in to palm of his left hand.(ehsan safdari)	SI	
DURING SHIFTING OF STABILIZER WIRE , WIRE IMPACTED TO HIS FINGER AND FINGER INJERD (NOT CUT FORTUNATELY)BY PRESSURE OF WIRE ON FINGER AND PLATE(AFSHIN ASHOURI)	SI	
On 15.05.2021 At 0930 lt , while vsl at SHUAIBAH ANCHORAGE during adjusting crane's wire on hoisting drum inside of crane no.3 mast , ch/off informed bridge that bosun's finger has been trapped under the crane's wire around hoisting drum, caused his finger injury and the nail broken .(RASOUL BAHADORI)	SI	

While he was entering the eng room through the aft entrance, due to structural design of plating next to the ladder step, he could not put his foot firmly on the first step due to vsl slight rolling, caused to slip and fell down on the same plating by his buttock which then felt sever pain on his lower back bone.(AMIN BEHZAD)	SI	
ON 12.05.2021 WHILE VESSEL WAS AT SHUAIBAH PORT AT 1230 DISCHARGING OPERATION COMMENCE AFTERDELIVERY OF SHIP'S CRANE TO STEVEDORE CONFIRMING THEIR NORMAL OPERATIONAT 1305 LT WHILE DISCHARGING OPERATION IN PROGRESS DUE TO MISHANDLING & BAD OPERATIONOF CRANE OPERATOR CRANE NO. 3 THE HOISTING WIRE TWISTED AROUND HOISTINGWIRE DRUM. AND CAUSED TO DAMAGED TO HOISTING WIRE.	MD	
The crane no.1 hoisting motor hydraulic pump seal damaged by the operator on 13.05.2021 duringRough / mishandling and inconvenient operation despite of several verbal warnings to the crane operatorby duty officer.	MD	
on 19.05.2021 at port kland north port ,during loading container while gantry operator was traying to load 20' feet container on cross deck betweenhold no.4&5 stbd side he made mistake in his container position adjusting and container was slip and cause to damage to stanchion of natural ventilator	MD	
While vsl was engaged in an operatio of loading of steel slab at BIK port on 2021.05.20following damage occured:glass of crane NO 1 broken	MD	
While vessel was enganed in an operation of loading of steel slab at BIK port at 21.05.2021due to mishandling of crane operator following damaged occured;Buckles: frame No; 131-110-151Scratch: 150-124-58	MD	
During discharging of cargo it observed that pay loader damaged straight ladder cargo hold no.3the ladder fully damaged & crused about 1 mtr	MD	
On 23.05.2021 at 08:30 LT while v/l was at B.ABBAS PORT during cargo operation following locationhave been damaged:crane no 2 , grab's electrical cable damaged , insulation & electrical damaged	MD	
Kindly note on 24.05.2021, while discharging cargo(GYPSUM IN BULK) at MAGDALLA anchorage by ship's craneand grab's due to negligence of crane operator, the grab hits on cargo hold inspection platform anddamage the platform ,please arrange competent work shop to rectify the damaged item's as originalMaterial require to rectify defect as followssteel plate 15 mm, dimension 110 cm x 7 cm, 1 pcs // -steel pipe O.D: 42 mm, length: 120 cm, 1 pcswith one 90 degree bend //Steel round 20 mm, length: 120 cm, 2 pcs ,with one 90 degree bend /steel equal angle 60x60x5 mm ,50 cm , 2 pcs	MD	
Kindly note on 26.05.2021, while discharging cargo (GYPSUM IN BULK) at MAGDALLA anchorage byship's crane and grab's ,the ship's side guard railing damaged by barge rope in port side of cargo holdno.3 , 2 please arrange competent work shop to rectify the damaged item's as originalThe deformed and defective parts to be crop and new one to be fabricated and welded in place as originalMaterial require to rectify defect as followssteel plate 15 mm, dimension 80 cm x 7 cm, 1 pcs //-steel plate 15 mm, dimension 25 cm x 7 cm, 3 pcs-steel pipe O.D: 47 mm, length: 120 cm, 1 pcs //Steel round 20 mm, length: 120 cm, 2 pcs.	MD	
Kindly note on 27.05.2021, while discharging cargo (GYPSUM IN BULK) at MAGDALLA anchorage byship's crane and grab's following damage by discharge gangA)the ship's side guard railing damaged starboard side of cargo hold no.1 The deformed and defectiveparts to be crop and new one to be fabricated and welded in place as originalMaterial require to rectify defect as follows :-steel plate 15 mm, dimension 30 cm x 7 cm, 1 pcs-steel pipe O.D: 47 mm, length: 150 cm, 1 pcs	MD	

Kindly note on 30.05.2021, while discharging cargo (GYPSUM IN BULK) at MAGDALLA anchorage byhip's crane and grab's, GRAB NO.1 BUCKET damaged by discharge gang (stevedoring)Grab no.1 bucket plate torn in two place and plating buckled(The bucket almost out of use and to be renewedSpecification of grab and bucketType of grab: Electro Hydraulic Clamshell BucketDrawing: bucket (A) assembly, pos.: 001, description: bucket, part nr.10649.2001	MD	
While he was entering the eng room through the aft entrance, due to structural design of plating next to the ladder step, he could not put his foot firmly on the first step due to vsl slight rolling, caused to slip and fell down on the same plating by his buttock which then felt sever pain on his lower back bone	SI	
On date 08.06.2021 during repair of main engine (changing of upper jacket), due to importance of the job/ emergency case and condition while vessel was at sea (sea condition moderate sea: vessel rolling slightly), 3rd engineer permitted to made fast the removing upper jacket for preventing more unwanted movements, due to rolling of the ship, the cylinder head suddenly moved violently towards him and touched his body. After a few minutes he was feeling strong pain at the touched area (right hand of chest from fourth rib toward down) so cause difficulty to resume his duty. Herby request to visit and check by special physician.	SI	
On 2021/05/29 at 10:30 while vessel was at MAGDALLA anchorage area for discharge of cargo (gypsum in bulk),Buson and other deck crew were engaged to park the grab of crane no. 4 in her place , due to heavy s well in anchorage area and v/l rolling,suddenly grab moved ,cause of gently rolling ,so Buson left hand finger Pressed. Between the body of grab and hatch coming. Unfortunately the first knuckle of his finger scratched	LSI	
On 15.06.2021 at 1400 lt during rescue boat drill, when Bosun trying to restore the embarkation ladder with other crew , his right ankle twisted and causing severe pain on his leg.	SI	

FLEET CASUALTIES

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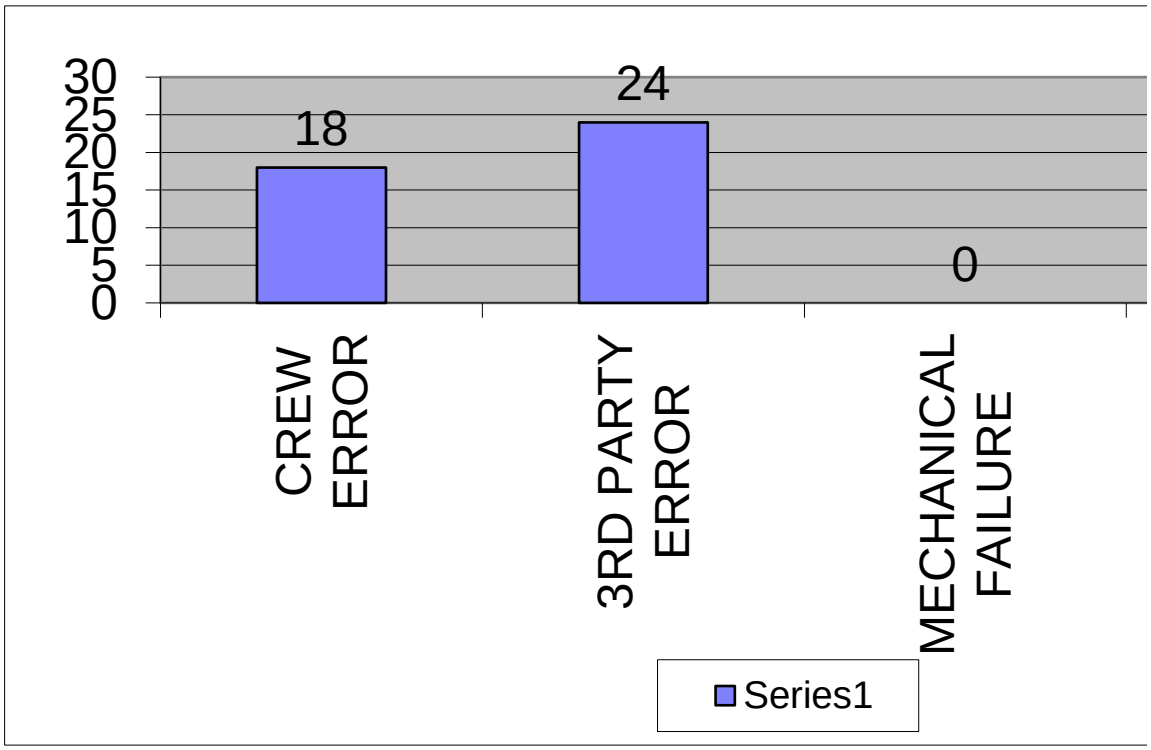
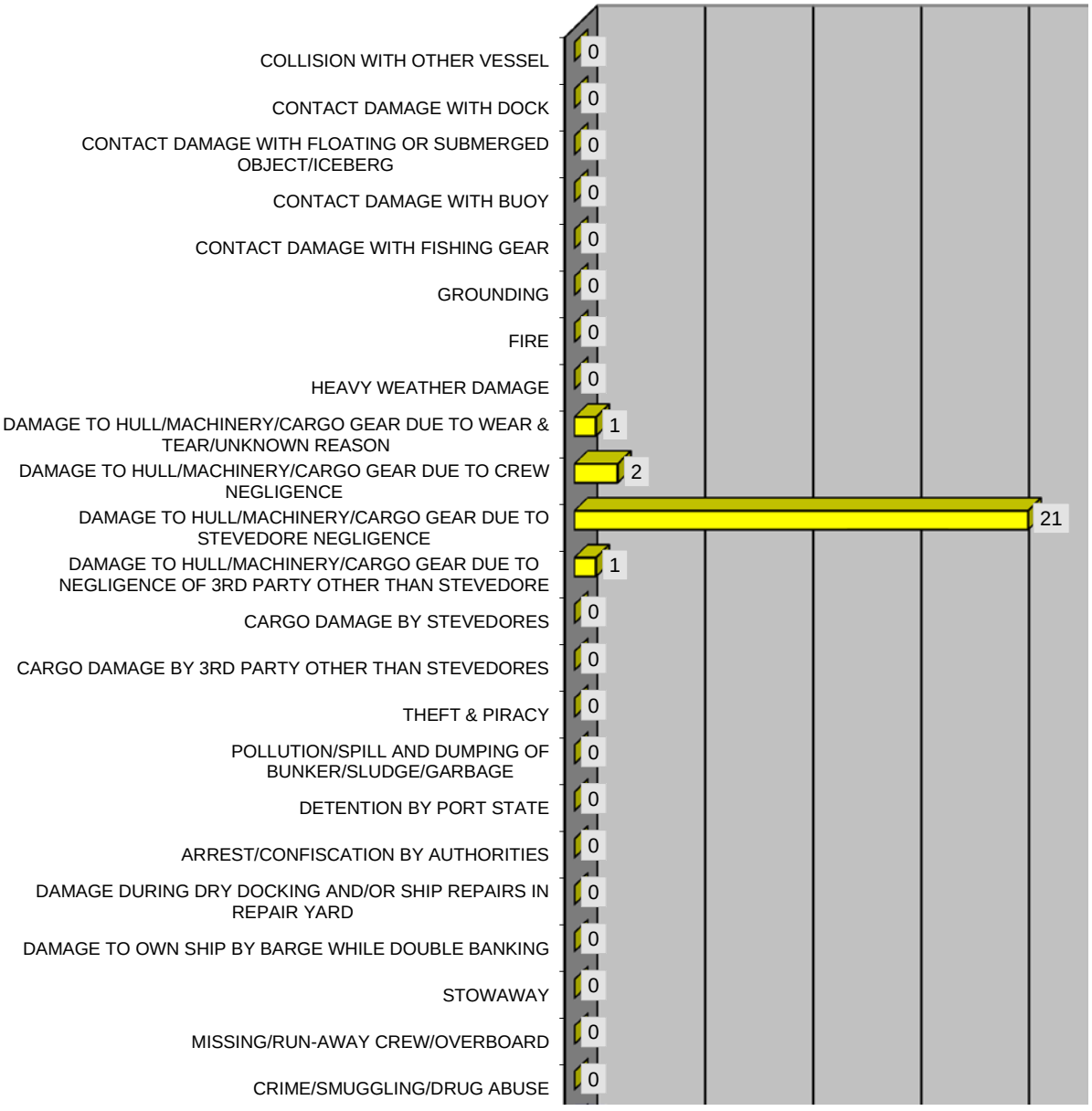
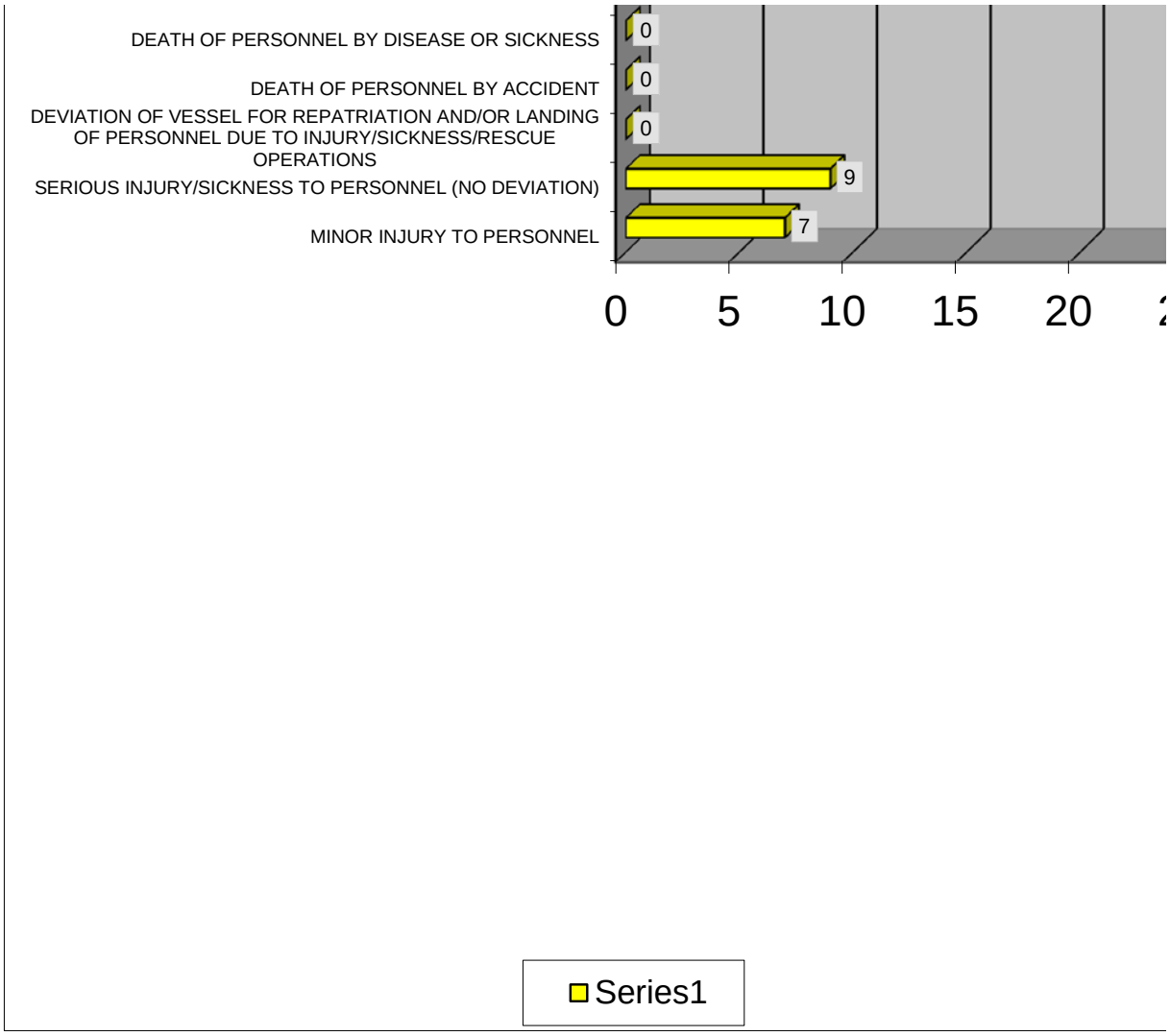
CATEGORY	CODE	NUMBER OF ACCIDENTS	PERCENTAGE OF TOTAL
CREW ERROR	1	18	42.86
3RD PARTY ERROR	2	24	57.14
MECHANICAL FAILURE	3	0	0.00
ACT OF GOD	4	0	0.00
TOTAL		42	


30
25
20
15
10
5
0
18
24
0
CREW ERROR
3RD PARTY ERROR
MECHANICAL FAILURE
Series1

ACT OF GOD
0

DESCRIPTION	ACCIDENT CODE	NUMBER OF OCCURANCES	PERCENTAGE OF TOTAL
COLLISION WITH OTHER VESSEL	1	0	0.00
CONTACT DAMAGE WITH DOCK	2.1	0	0.00
CONTACT DAMAGE WITH FLOATING OR SUBMERGED OBJECT/ICEBERG	2.2	0	0.00
CONTACT DAMAGE WITH BUOY	2.3	0	0.00
CONTACT DAMAGE WITH FISHING GEAR	2.4	0	0.00
GROUNDING	3	0	0.00
FIRE	4	0	0.00
HEAVY WEATHER DAMAGE	5	0	0.00
DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO WEAR & TEAR/UNKNOWN REASON	6.1	1	2.44
DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO CREW NEGLIGENCE	6.2	2	4.88
DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO STEVEDORE NEGLIGENCE	6.3	21	51.22
DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO NEGLIGENCE OF 3RD PARTY OTHER THAN STEVEDORE	6.4	1	2.44
CARGO DAMAGE BY STEVEDORES	7.1	0	0.00
CARGO DAMAGE BY 3RD PARTY OTHER THAN STEVEDORES	7.2	0	0.00
THEFT & PIRACY	8	0	0.00
POLLUTION/SPILL AND DUMPING OF BUNKER/SLUDGE/GARBAGE	9	0	0.00
DETENTION BY PORT STATE	10.1	0	0.00
ARREST/CONFISCATION BY AUTHORITIES	10.2	0	0.00
DAMAGE DURING DRY DOCKING AND/OR SHIP REPAIRS IN REPAIR YARD	11	0	0.00
DAMAGE TO OWN SHIP BY BARGE WHILE DOUBLE BANKING	12	0	0.00
STOWAWAY	13.1	0	0.00
MISSING/RUN-AWAY CREW/OVERBOARD	13.2	0	0.00
CRIME/SMUGGLING/DRUG ABUSE	13.3	0	0.00
DEATH OF PERSONNEL BY DISEASE OR SICKNESS	13.4	0	0.00
DEATH OF PERSONNEL BY ACCIDENT	13.5	0	0.00
DEVIATION OF VESSEL FOR REPATRIATION AND/OR LANDING OF PERSONNEL DUE TO INJURY/SICKNESS/RESCUE OPERATIONS	13.6	0	0.00
SERIOUS INJURY/SICKNESS TO PERSONNEL (NO DEVIATION)	13.7	9	21.95
MINOR INJURY TO PERSONNEL	13.8	7	17.07
TOTAL		41	


COLLISION WITH OTHER VESSEL
0
CONTACT DAMAGE WITH DOCK
0
CONTACT DAMAGE WITH FLOATING OR SUBMERGED OBJECT/ICEBERG
0
CONTACT DAMAGE WITH BUOY
0
CONTACT DAMAGE WITH FISHING GEAR
0
GROUNDING
0
FIRE
0
HEAVY WEATHER DAMAGE
0
DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO WEAR & TEAR/UNKNOWN REASON
1
DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO CREW NEGLIGENCE
2
DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO STEVEDORE NEGLIGENCE
21
DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO NEGLIGENCE OF 3RD PARTY OTHER THAN STEVEDORE
1
CARGO DAMAGE BY STEVEDORES
0
CARGO DAMAGE BY 3RD PARTY OTHER THAN STEVEDORES
0
THEFT & PIRACY
0
POLLUTION/SPILL AND DUMPING OF BUNKER/SLUDGE/GARBAGE
0
DETENTION BY PORT STATE
0
ARREST/CONFISCATION BY AUTHORITIES
0
DAMAGE DURING DRY DOCKING AND/OR SHIP REPAIRS IN REPAIR YARD
0
DAMAGE TO OWN SHIP BY BARGE WHILE DOUBLE BANKING
0
STOWAWAY
0
MISSING/RUN-AWAY CREW/OVERBOARD
0
CRIME/SMUGGLING/DRUG ABUSE
0


DEATH OF PERSONNEL BY DISEASE OR SICKNESS
DEATH OF PERSONNEL BY ACCIDENT
DEVIATION OF VESSEL FOR REPATRIATION AND/OR LANDING OF PERSONNEL DUE TO INJURY/SICKNESS/RESCUE OPERATIONS
SERIOUS INJURY/SICKNESS TO PERSONNEL (NO DEVIATION)
MINOR INJURY TO PERSONNEL
0
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9
7
0
5
10
15
20
Series1

FLEET CASUALTIES

VESSEL'S NAME	SM	COMPANY	DATE	VOYAGE NUMBER	PLACE	NAME OF MASTER	CODE	Category

FLEET CASUALTIES

FLEET CASUALTIES

FLEET CASUALTIES

FLEET CASUALTIES

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FLEET CASUALTIES

BRIEF DESCRIPTION	CAREGORY	***Reported MD***

FLEET CASUALTIES

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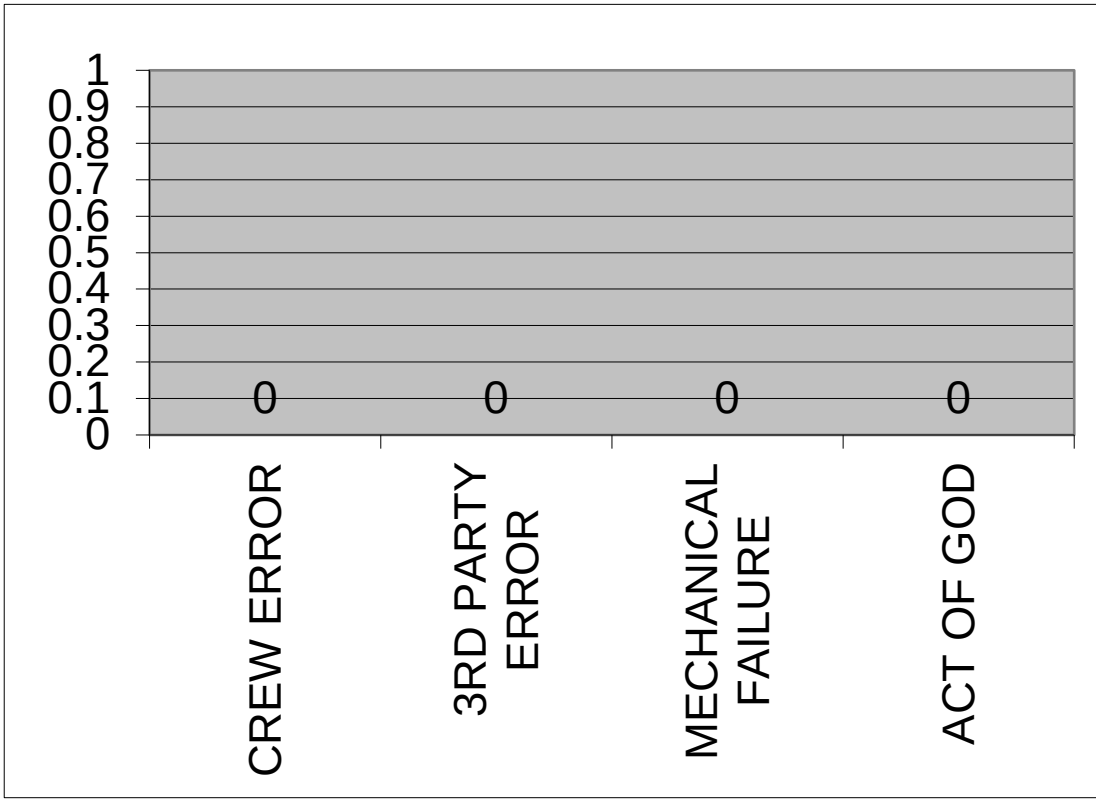
FLEET CASUALTIES

CATEGORY	CODE	NUMBER OF ACCIDENTS	PERCENTAGE OF TOTAL
CREW ERROR	1	0	#DIV/0!
3RD PARTY ERROR	2	0	#DIV/0!
MECHANICAL FAILURE	3	0	#DIV/0!
ACT OF GOD	4	0	#DIV/0!
TOTAL		0	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0.9
0.8
0.7
0.6
0.5
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0.2
0.1
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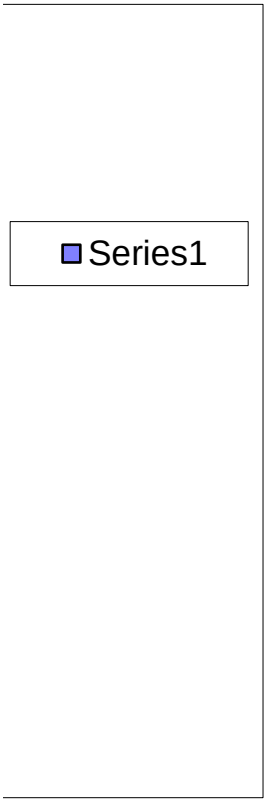
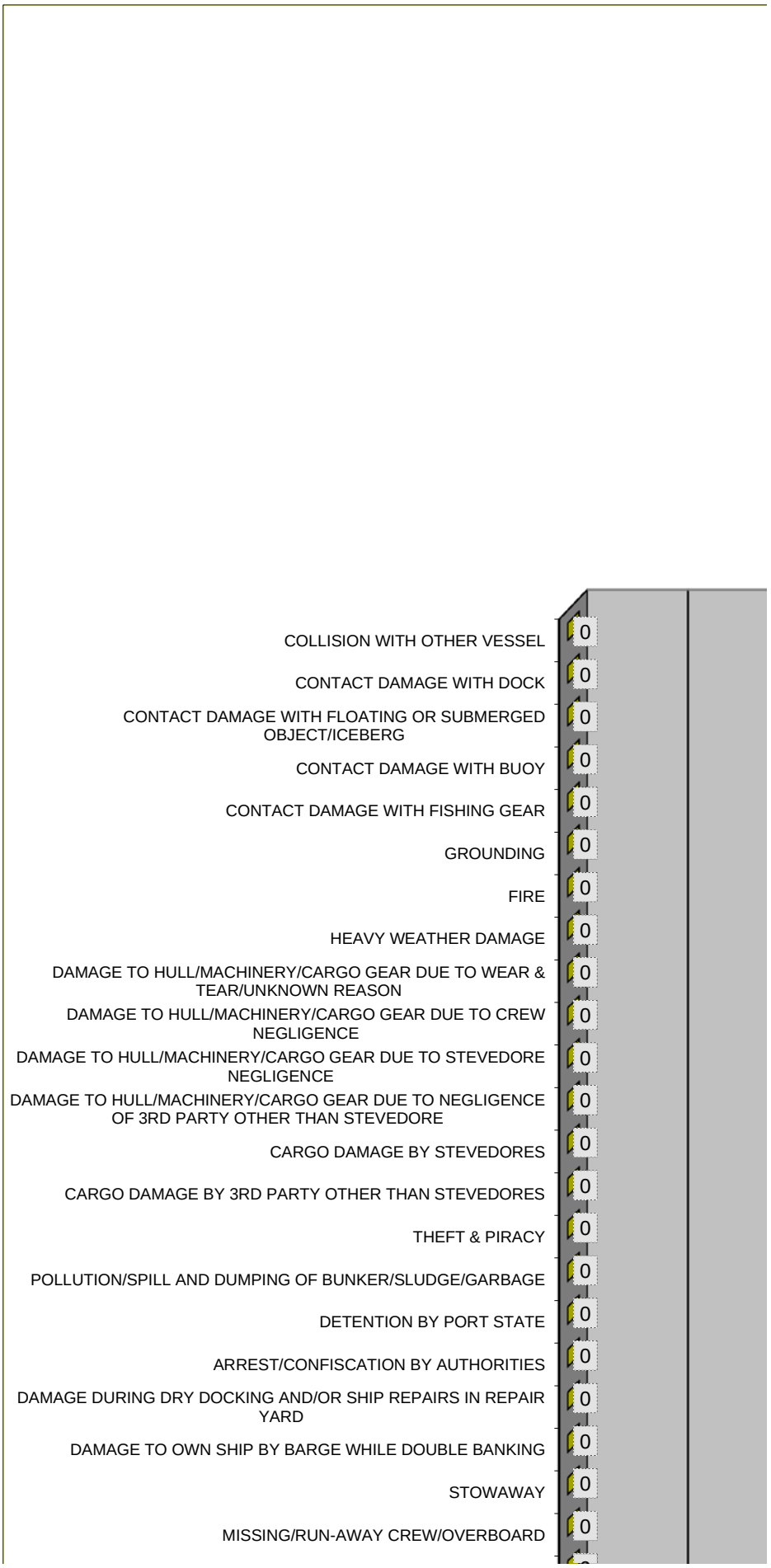
CREW ERROR
3RD PARTY ERROR
MECHANICAL FAILURE
ACT OF GOD


Series1

DESCRIPTION	ACCIDENT CODE	NUMBER OF OCCURANCES	PERCENTAGE OF TOTAL
COLLISION WITH OTHER VESSEL	1	0	#DIV/0!
CONTACT DAMAGE WITH DOCK	2.1	0	#DIV/0!
CONTACT DAMAGE WITH FLOATING OR SUBMERGED OBJECT/ICEBERG	2.2	0	#DIV/0!
CONTACT DAMAGE WITH BUOY	2.3	0	#DIV/0!
CONTACT DAMAGE WITH FISHING GEAR	2.4	0	#DIV/0!
GROUNDING	3	0	#DIV/0!
FIRE	4	0	#DIV/0!
HEAVY WEATHER DAMAGE	5	0	#DIV/0!
DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO WEAR & TEAR/UNKNOWN REASON	6.1	0	#DIV/0!
DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO CREW NEGLIGENCE	6.2	0	#DIV/0!
DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO STEVEDORE NEGLIGENCE	6.3	0	#DIV/0!
DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO NEGLIGENCE OF 3RD PARTY OTHER THAN STEVEDORE	6.4	0	#DIV/0!
CARGO DAMAGE BY STEVEDORES	7.1	0	#DIV/0!
CARGO DAMAGE BY 3RD PARTY OTHER THAN STEVEDORES	7.2	0	#DIV/0!
THEFT & PIRACY	8	0	#DIV/0!
POLLUTION/SPILL AND DUMPING OF BUNKER/SLUDGE/GARBAGE	9	0	#DIV/0!
DETENTION BY PORT STATE	10.1	0	#DIV/0!
ARREST/CONFISCATION BY AUTHORITIES	10.2	0	#DIV/0!
DAMAGE DURING DRY DOCKING AND/OR SHIP REPAIRS IN REPAIR YARD	11	0	#DIV/0!
DAMAGE TO OWN SHIP BY BARGE WHILE DOUBLE BANKING	12	0	#DIV/0!
STOWAWAY	13.1	0	#DIV/0!
MISSING/RUN-AWAY CREW/OVERBOARD	13.2	0	#DIV/0!
CRIME/SMUGGLING/DRUG ABUSE	13.3	0	#DIV/0!
DEATH OF PERSONNEL BY DISEASE OR SICKNESS	13.4	0	#DIV/0!
DEATH OF PERSONNEL BY ACCIDENT	13.5	0	#DIV/0!
DEVIATION OF VESSEL FOR REPATRIATION AND/OR LANDING OF PERSONNEL DUE TO INJURY/SICKNESS/RESCUE OPERATIONS	13.6	0	#DIV/0!
SERIOUS INJURY/SICKNESS TO PERSONNEL (NO DEVIATION)	13.7	0	#DIV/0!
MINOR INJURY TO PERSONNEL	13.8	0	#DIV/0!
TOTAL		0	


COLLISION WITH OTHER VESSEL
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CONTACT DAMAGE WITH DOCK
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CONTACT DAMAGE WITH FLOATING OR SUBMERGED OBJECT/ICEBERG
0
CONTACT DAMAGE WITH BUOY
0
CONTACT DAMAGE WITH FISHING GEAR
0
GROUNDING
0
FIRE
0
HEAVY WEATHER DAMAGE
0
DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO WEAR & TEAR/UNKNOWN REASON
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DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO CREW NEGLIGENCE
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DAMAGE TO HULL/MACHINERY/CARGO GEAR DUE TO NEGLIGENCE OF 3RD PARTY OTHER THAN STEVEDORE
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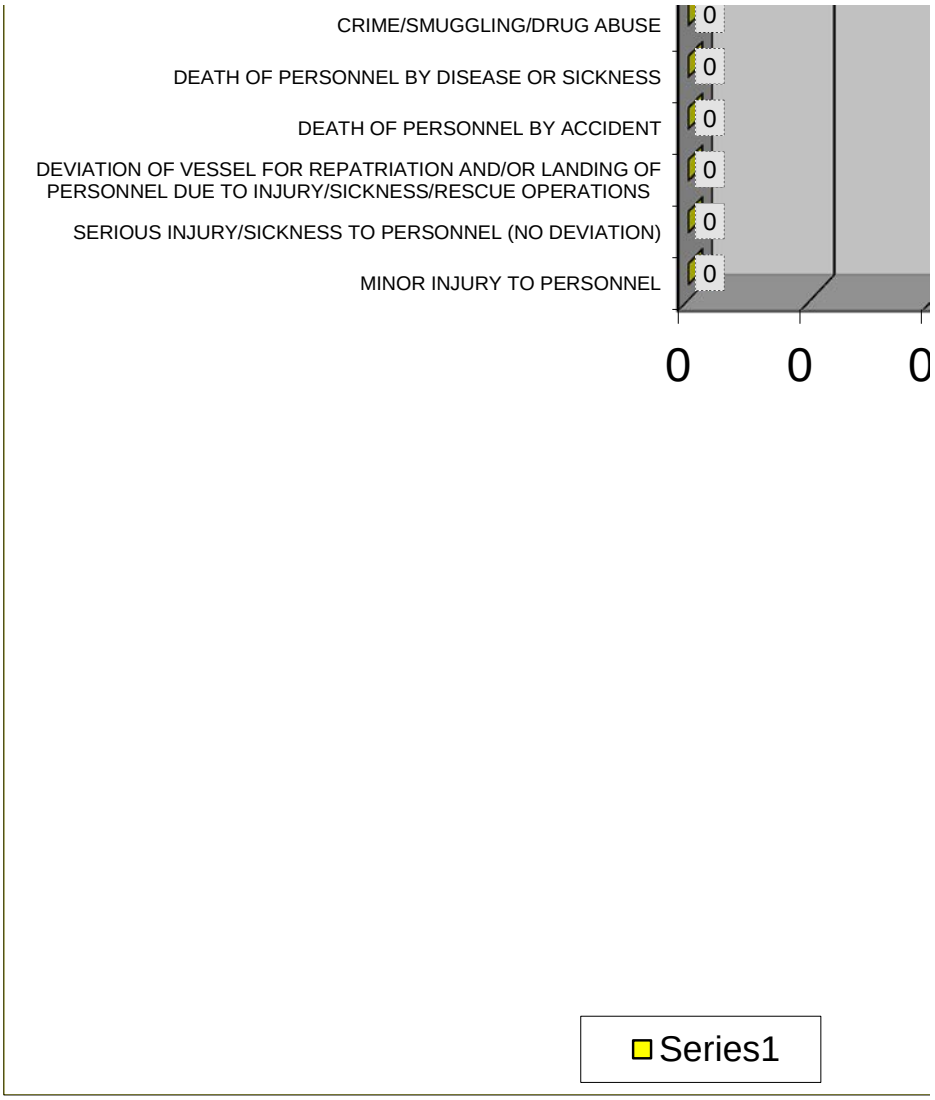
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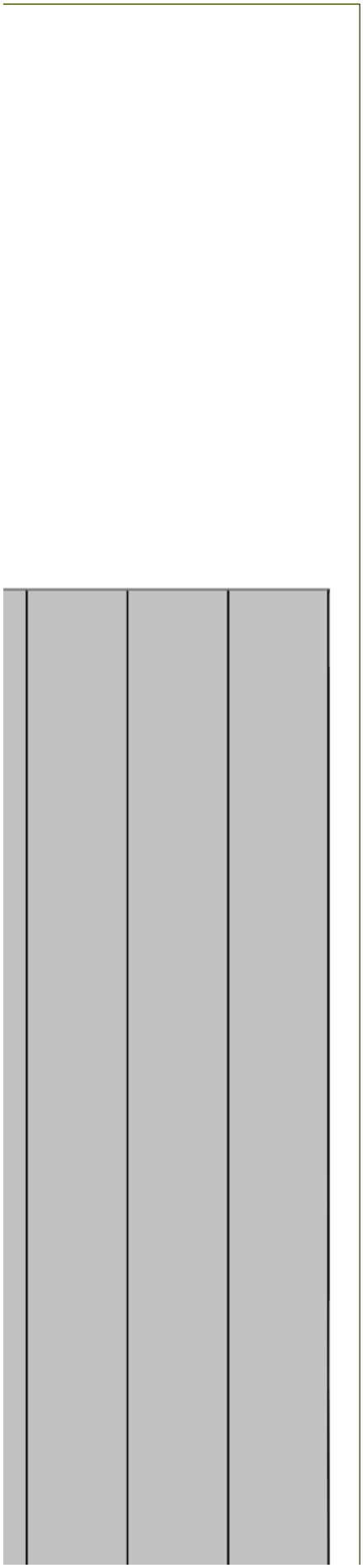
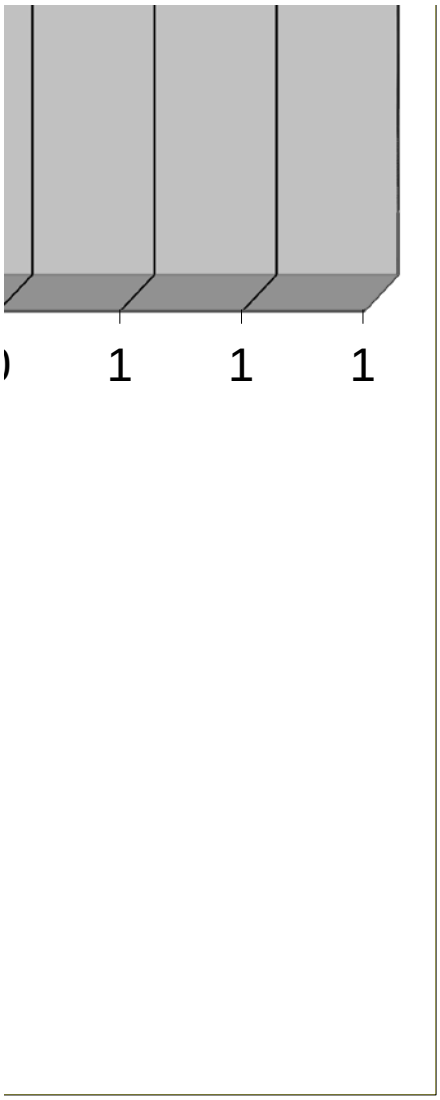
Series1

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NEAR MISS reports for 1390-91(Negligence)

Vessel	SM	COMPANY	Date Occurred	Date Report Received	00/1/1900	Master	Brief Description
GOLAFRUZ	3	SAPID	30.03.2021	22/3/2021	B.ABBAS	JALAL POOR MAHDI	ON 2021/03/22 AT16:20 WHILE MT.ATEELA WAS PASSING ROPES FOR BEING ALONG SIDE. SAFETY OFFICER OBSERVED THAT THE ONE OF ROPES IS PASSED THROUGH STANCHIONS AND RIGGED AROUND WEAK POINT.
DEVREZ	6	SAPID	31.03.2021	26/3/2021	BIK OPL ANCHORAGE	P.EJLALI	On 06.03.2021 at 10:00 vessel was in BIK OPL chief officer during safety round in engine room , it found that one portion of safety guard around the first floor is not properly secured .
BEHDOKHT	2	SAPID	29.03.2021	28/3/2021	LAEM CHABANG AREA	A.BONYADI E. K.	During approaching to Laemchabang anchorage, after giving E.O.P to the eng. room & after filling of pre-arrival checklist & testing of steering gear, duty officer did not keep-on the both steering pumps. Mean while the next duty officer did not take over properly the status of navigational equipment when the wheel was on the hand steering mode, according to the company and master standing order before vessel arr. and dep. Both steering pump must be switched on to make sure it's tested & is in correct function. summery : 1- O.O.W not prepared the vessel correctly for arrival. 2- Not handing over correctly to incoming officer of the watch. 3-Taking over officer not take over the bridge equipment correctly.
DEVREZ	6	SAPID	31.03.2021	28/3/2021	BIK ANCHORAGE	P.EJLALI	On 28.03.2021 at 03:00 while vessel was in BIK anchorage and wind speed up to 40 knot duty officer found other vessel at range 0.8 NM was dragging anchor and call master inform to VTS. VTS inform to other vessel always keep her engine on short notice, position frequently checked and anchor party stand by during this weather condition
BEHDOKHT	2	SAPID	30.03.2021	30/3/2021	SONGKHLA PORT	A.BONYADI E.K	During loading of MDF at songkhla port, after completion of loading cargo hold no.2, ch.off instructed duty officer to close the hatch cover .after switching on the hatch cover's pump & closing one pontoon of hatch cover,unexpectedly the flexible hyd.pipe brustd due to its weakness & old age and it caused alot of oil splashed on cross deck.fortunately, no oil seeped into the sea & the cargo hold.
ARTIN	3	SAPID	31.03.2021	30/3/2021	MINA SAQR PORT BERTH NO.8	M.NOURI	ON 29.03.2021 AT 09:40 LT DURING THE UNBERTHING FROM BERTH NO.8 AT MINA SAQR, MASTER INSTRUCTED 2ND OFFICER TO LET GO THE BOTH AFT SPRING MOORING LINES. WHEN MOORING MAN WAS STILL ENGAGED IN CLEARING THE 2ND AFT SPRING LINE FROM THE BOLLARD ON THE JETTY, 2ND OFFICER INSTRUCTED THE WINCHMAN TO HEAVE UP THE SPRING LINE. FORTUNATELY THE MOORING MAN IMMEDIATELY CLEARED HIS HAND FROM THE MOORING LINE BEFORE HIS HAND BEING CAUGHT BETWEEN MOORING LINE & BOLLARD. FORTUNATELY NOTHING HAPPENED TO HIS HAND

AMINA	3	SAPID	31.03.2021	31/03/2021	BANDAR ABBAS	A.ARMANDEI	As the bosun instructed by duty officer to attend STS operation and made fast bunker vessel on STBD main deck, bridge team observed bosun and one of deck crew(A.B) are proceeding without proper PPE. Master present on the bridge at the time, stopped their unsafe act and instructed them to use proper PPE.
AMINA	3	SAPID	31.03.2021	31/03/2021	BANDAR ABBAS	A.ARMANDEI	During STS operation with bunker vessel (oriental gulf), while the bunker vessel was approching and intending to get alongside, lack of attending crew on our own vessel causes improper operation, the bunker vessel could not get properly alongside on the first attempt. Rest of deck crew called immediately and the bunker vessel got alongside safely. As the bosun were instructed in advance to arrange deck crew for safe operation but unfrotunately he underestimated operation and attending with insufficient number of deck hands. This situation could cause accident onboard both vessels and lid to a real case of emergency. bosun warned regarding his miss handling/management.
AREZOO	1	SAPID	04.03.2021	04.04.2021	B.Abbas	R.TOHIDLOO	While galley staff engaging with washing found that water splashing with high pressure into hotplate system & switch board.
AREZOO	1	SAPID	04.03.2021	25.03.2021	B.Abbas	R.TOHIDLOO	Found that engine staff prepare garbages(paper,box,wood) to over board while vessel at anchorage area. and fortunately by another vigilant staff ceased the job and no any garbages over board.
OURA	2	SAPID	04.10.2021	06.04.2021	bedi anchorage	.F.EBRAHIM	ON 06.04.2021 @ 13:00 WHILE CRANE NO 4 STOPED FOR REPAIR ON ELECTRIC WIRE DRUM . THE GRAB MOVED TO THE DECK AND IN CLOSE POSITION BROUGHT ON MAIN DECK STBD SIDE . HOOK DISCONNECTED AND CRANE MOVED TO THE RIGHT SIDE TO TOP OF HOLD NO 5 IN HORIZONTAL POSITION AS PER DUTIES ON JOB . WHILE CRANE WAS AWAY FROM GRAB AND HOOK ONLY DISCONNECTED, THE GRAB OPENED ACCIDENTALLY IN MAIN DECK AND UNBALLANCED TO OVER BOARD . THE GRAB BROKEN THE SHIPS RAILING AND DAMAGED TO GANGWAY PLAT FORM AND FALL IN TO THE WATER IN POSITION 22 38.996 N 070 04.516 E WITH DEPTH OF 16 METERS AT BEDI ANCHORAGE . SAME TIME AWEIGHT WIYH TWO LIFE RING AND ROPE ABOUT 25 METERS CONNECTED AND DROPED AT POSITION FOR MARKING THE POSITION OF THE GRAB . OFFICERS PRESENT AT THE TIME ACCIDENT CH/OFF /2ND OFF ON DECK CH ELEC ON CRANE PARK POSITION ASS ELECT IN THE CRANE BOSUN ON DECK CARPENTER ON PARKING POSITION AB INSIDE CRANE OS ON DECK
AMINA	3	SAPID	12.04.2021	13/4/2021	BANDAR ABBAS	A.ARMANDEI	On 11th April-2021 at 1450 HRS(SMT), once cleaning and maintenance done on the fresh water hydrophore tank, second engineer attend to pressurize hydrophore up to designed pressure, suddenly side reading glass broken and fresh water splashed over electrical box that was located nearby. fortunately the box was covered already and no damage/incident taken place. This could cause serious danger of electric shock and/or damage to electrical equipments.
DELBIN	6	SAPID	22.04.2021	20.04.2021	Tasucu(Turkey) Anchorage	H . GOLESTANI	During carry out maintenance on fwd mast when a crew which working on top declined, his safety helmet fall down from his head on the deck surface. Fortunately his safety helmet hit the ground in opposite side of the safety representative supervising him.

DELBIN	6	SAPID	22.04.2021	16.04.2021	Tasucu(Turkey) Anchorage	H . GOLESTANI	During CH/OFF routine inspection with BOSUN , found one A/B working afloat without safety harness .
JAIRAN	1	SAPID	24.04.2021	24.04.2021	BIKPORT (JETTY NO.34)	M.NABIZADEH SH.	On 23.04.2021 at around 22:00 hrs while vessel was alongside in BIK jetty no.34, After several tele conversation with manning company new oiler Mr MOJTABA SEKHAVATPOUR PC NO. OK9228 and new 2nd Eng Mr MOHAMMAD GHASEMPOURFARSANI PCNO. 172990 joined the vessel without having a “negative corona test result” ready at hand and they stated that the result will be ready by the following date. Therefore, As advised by H.O., master instructed them and emphasized clearly that before the result is obtained, they shall remain quarantined in their cabin (shall even have their meals in their cabins) and under no circumstances can go to work or any public space before their test result is reported. On the following date (24.04.2021) at 11:00 hrs, despite clear instructions of Master and without his consent and information, 2nd engineer imprudently and due to an absolute negligence ordered the new oiler to proceed to Engine store and receive working suits. Subsequently ordered him to start working in E/R Change room! Unfortunately Master was called by telephone from HO at 13:30 hrs with the news of "Positive test result” for mentioned crew. Immediately Safety officer was informed, called and looked for Oiler in his cabin but he was not there. So he called E/R and surprisingly found that the mentioned crew had been sent to work contrary to Master’s instruction. He was immediately sent to his cabin to collect all his belongings and luggage to prepare for signing off; all ship’s personnel instructed to keep social distancing with mentioned crew and to wear protective masks; all saloon seamen were ordered to disinfect all spaces and alleyways. 2nd Engineer was warned verbally by master that clear instructions shall be strictly followed and such mistakes from senior officers in management level is not accepted and could lead to fatal, uncontrollable and very dangerous situations onboard ships. Mentioned crew was finally signed off on 24.04.2021 at 14:00 Hrs.
DELICE	6	SAPID	24.04.2021	24.04.2021	KHOWR-E-MUSA ANCHORAGE	ALIREZA MOAREFIAN	A few pieces of pipes were found in front of fan room fire flap (2nd deck beside the funnel), causing an obstruction for closing the flap.
ARTMAN	2	SAPID	24.04.2021	21/04/2021	MALACCA STRAIT		ON DATE 20/04/2021 DURING SECURITY GUARD EMBARKATION WHILE CRANE MAN WANTED TO BRING SECURITY GUARD EQUIPMENTS ON BOARD FROM ALONGSIDE BOAT AT THIS MOMENT WHEN THE SG EQUIPMENTS CLEARD FROM THE BOAT ,SG PERSONS STANDING BELOW THE EQUIPMENTS AND THEY DONT CARE ABOUT CREWS WARNINGS.
DELICE	6	SAPID	25.04.2021	26.04.2021	KHOWR-E-MUSA ANCHORAGE	.ALIREZA MOAREFIAN	While tansferring auxillary engine cylinder head using over head crane ,one of the crew was found to be standing underneath .
CLAVEL	6	SAPID	04.28.2021	10/4/2021	B.ABBAS SHAHID RAJAE PORT.	MOHSEN GOHARDEHI	At 04:12 / 10.04.2021 During disembarking pilot from pilot ladder, duty officer observed that pilot intending to disembark without proper PPE specially lifejacket.
CLAVEL	6	SAPID	04.28.2021	26.04.2021	KHOWR-E-MUSA ANCHORAGE	MOHSEN GOHARDEHI	□ During ANCHOR watch, duty officer observed that one of crew not wearing safety helmet properly (without chin strap) while entering C.O.T 7 starboard side for pump inspection on main deck.

BAVAND	2	SAPID	04.05.2021	01.05.2021	E.CHINA SEA	F.RABIE	After 3 days ventilation of cargo hold washing tank & checking amount of oxygen, during cleaning of mentioned tank one of entered crew feel dizzy and in-active. They quickly informed bosun and with help of ch.off took him out. He feel better after drinking some water and getting rest.
JAIRAN	1	SAPID	12.05.2021	12.05.2021	BAY OF BENGAL	NABIZADEH SH.	ON 10.05.2021 WHILE INSPECTION OF MASTER FROM GALLEY HE FIND THAT COOK AND GALLEY BOUY WORKING IN GALLEY WITH SLIPPERS.
AMINA	3	SAPID	13.05.2021	13/5/2021	SHUAYBAH ANCHORAGE	A.ARMANDEI	As the generator No.2 required to sump oil change over according to its running hours, engine staff attended to renew oil and inspect generator sump, during operation and inspection of the generator sump, huge volume of rags found inside the sump. Fortunately oily rags did not cause blanking of filters. This generator was running on load during maneuvering and departure of port of MINA SAQR and as well as approaches to SHUAYBAH port. Presence of huge amount of rags inside the oil and sump could cause blanking oil filter and activating safety shut down of the on load generator and ultimately could lead to over load others parallel AUX engines and their failure and/or others machinery failure during course of maneuvering of the fully loaded vessel with draft restriction. This incident could lid the vessel to the main machinery failure and real case of emergency as well as serious damage to the generator. Also need to mention that the rags was containing acrylic particles which could accelerate wear/tear and damage of main parts of generator. Investigation done for the reason of this incident, found out during major overhualing in dry dock, all cleaning materials(rags) are left inside of the oil sump, and the final inspection not carried out by former onboard engine staff.
MIAMIPRIDE	2	SAPID	14.05.2021	14.05.2021	VIZAG PORT (INDIA)	. EBRAHIM KHOJASTEH NEJAD	VSL WAS UNDER PILOTAGE WITH TWO OLD EXPERT PILOTS IN NARROW CHANNEL BASIN WITH OCCUPIED LEFT&RIGHT SIDE MOSTLY LARGE VSLS.VSL HDG WAS 330 AND SPD 4~4.4KTS,ENG ON D/S AHD WHEN THE VSL ENTERED 2ND INNER TURNING BASIN CLOSED TO BASIN Nr REWW Q-1 &Nr EQ-1 A(under Construction).PILOT ORDERED STOP ENG AND MID SHIP WHEEL'AFTER 2MINUTES SAID D/S AST(FWD &AFT TUG ALREADY MADE FAST FROM CNTR LEADS). BUT UNFORTUNATELY ENGINE NOT RESPOND AND CAPTAIN CALLED ENGINE ROOM TO RECTIFY THE PROBLEM AND DUTY ENGINEER SAID THAT AIR PRESSURE GETS DOWN AND ENGINE WILL NOT RESPOND .PILOT AGEIN ORDERED D/S AST BUT NOT RESPONDING CAPTAIN ORDERED TO PUT THE ENGINE ON SLOW ASTERN AND THEN HALF ASTERN BUT ENGINE NOT RESPONDED ANY MORE. SINCE TWO TUGS TRIED TO STOP THE VESSEL WHILE THE VESSEL WAS APPROCHING INTO THE TURNING BASIN WITH 4 KNOTS SPEED. AFTER THAT 2ND PILOT IMMEDIATELY ASKED PORT CONTROL TO ARRANGE THE ADDITIONAL TUG TO STOP THE VESSEL AND PREVENT COLLISION ON URGENT . SO THAT THE ADDIDTIONAL TUG CAME ON STBD MID SHIP AND PUSHED THE VESSEL PREVENTED AHD MOVEMENTS TOWARDS Nr. EQ-1 A. VSL COMPLETED TURN IN THE BASIN AND. CONSEQUENTLY THREE TUGS PUSHED THE VESSEL SMOOTHLY TO BETHING POSITION NO.EQ-4
CLAVEL	6	SAPID	15.05.2021	13.05.2021	BUSHEHR PORT	.MOHSEN GOHARDEHI	While vessel was casting off bushehr berth on single up to one spring (FWD & AFT), on master order and pilot advise all line cleared from jetty bollards, unfortunately spite of AFT station mooring team skillful & fast action to retrieve last line, AFT spring entangled in sea bed just beneath of bollard, Then immediately as per risk assessment which has been made earlier, requested port control via pilot and asked for tug assistance. Tugs & mooring gang attended in a very short time to keep the vsl alongside and finally & hopefully by the use of port tug, vessel mooring wire cleared without damage to wire and/or personnel. .

BASKAR	2	SAPID	15.05.2021	2021.05.14	B.ABBAS INNER ANCHORAGE		AT B.ABBAS INNER ANCHORAGE WHILE CHIEF MATE TAKING SAFETY ROUND ON DECK, OBSERVED THAT WORKSHOP ENGAGED IN WELDING OF SHIPS HANDRAILS IS NOT USING PROPER PERSONNEL PROTECTIVE EQUIPMENTS AND HIS WELDING GOGGLES REMAINS UNUSED BEHIND HIM DURING WORK PROGRESS.
GANJ	3	SAPID	17.05.2021	17.05.2021	FANGCHENG ANCHORAGE	A.BONCHEH	On 17/05/2021, during the safety round on deck, noticed that one chipping machine electrical cable is damage, the job was immediately stopped and defective machine transformed to electrical work shop for repair.
MIAMIPRIDE	2	SAPID	21.05.2021	14.05.2021	VIZAG PORT (INDIA)	EBRAHIM KHOJASTEH NEJAD	VSL WAS UNDER PILOTAGE WITH TWO OLD EXPERT PILOTS IN NARROW CHANNEL BASIN WITH OCCUPIED LEFT&RIGHT SIDE MOSTLY LARGE VSLS.VSL HDG WAS 330 AND SPD 4~4.4KTS,ENG ON D/S AHD WHEN THE VSL ENTERED 2ND INNER TURNING BASIN CLOSED TO BASIN Nr REWW Q-1 &Nr EQ-1 A(under Construction).PILOT ORDERED STOP ENG AND MID SHIP WHEEL'AFTER 2MINUTES SAID D/S AST(FWD &AFT TUG ALREADY MADE FAST FROM CNTR LEADS). BUT UNFORTUNATELY ENGINE NOT RESPOND AND CAPTAIN CALLED ENGINE ROOM TO RECTIFY THE PROBLEM AND DUTY ENGINEER SAID THAT AIR PRESSURE GETS DOWN AND ENGINE WILL NOT RESPOND .PILOT AGEIN ORDERED D/S AST BUT NOT RESPONDING CAPTAIN ORDERED TO PUT THE ENGINE ON SLOW ASTERN AND THEN HALF ASTERN BUT ENGINE NOT RESPONDED ANY MORE. SINCE TWO TUGS TRIED TO STOP THE VESSEL WHILE THE VESSEL WAS APPROCHING INTO THE TURNING BASIN WITH 4 KNOTS SPEED. AFTER THAT 2ND PILOT IMMEDIATELY ASKED PORT CONTROL TO ARRANGE THE ADDITIONAL TUG TO STOP THE VESSEL AND PREVENT COLLISION ON URGENT . SO THAT THE ADDIDTIONAL TUG CAME ON STBD MID SHIP AND PUSHED THE VESSEL PREVENTED AHD MOVEMENTS TOWARDS Nr. EQ-1 A. VSL COMPLETED TURN IN THE BASIN AND. CONSEQUENTLY THREE TUGS PUSHED THE VESSEL SMOOTHLY TO BETHING POSITION NO.EQ-4
DARYABAR	3	SAPID	22.05.2021	19.05.2021	ASSALUYEH ANCHORAGE	M.ESFANDIARI	On 19.05.2021 at 17:00 hrs LMT during safety round of ch/off on the deck it was found that some paint drums are kept on the deck. The matter informed to bosun and he notified deck crew members in turn that due to fire hazardous nature of paint and similar products they need to be stored in paint store only, whether in large or small quantity.
AYSAN	1	SAPID	26.05.2021	17.05.2021	shuaibah anchorage	ALIREZA KARIMI	On 2021.05.17 at 0830 at shuaibah anchorage while v/l was awaiting for berthing instruction, one of crew member (A.B) attended ships crane No. 2B for checking crane condition suddenly observed wire of crane twisted irregularly around the drum which fortunately before using crane informed to CH.OFF and ELEC.OFF1 After investigation found out that slack wire limit switch is out of order causing the wire twisted around the drum irregularly.
BAHJAT	2	SAPID	27.05.2021	24.05.2021	vessel at magdalla anchorage area-lat 20		ON 22.05.2021 while vessel was at MAGDALLA anchorage area and vessel engaged to cargo discharge operation, suddenly duty officer observed that crane operator cannot control crane (grapes), due to heavy swell .so that chief officer immediately informed by duty officer and cargo operation stopped for safety of ship and stevedores onboard
AMINA	3	SAPID	27.05.2021	05/14/2021	SHUAIBAH BERTH No.7		

NEAR MISS reports for 1390-91(Negligence)

ATEELA 1	6	SAPID		29.05.2021	E ,BND anchorage	H.HESSAM	On 28.05.2021 @ 2148 hrs(LT) while our good vessel was at anchor in position , Lat: 27 05.11 N . 056 12. 55 E and at the time sea condition was rough. wind speed: 20 kts, wind direction: SW'ly. MV J.Pioneer (container vessel), Call sign: HOQQ, MMSI No: 355473000, IMO N0.:009116711 proceeding toward Rajaeei port and intending to pass ahead of my vessel with CPA zero . we informed port control and wake up signal has given.Then control called her and request her master alter course to port side and pass our vessel safely, still she did not alter her course as much as to avoiding close quarter situation, captain immediately give order to call anchor party and he announce to Port Control that she did ·not alter course enough to avoid risk of collision & most probably she may have a collision wt us. Fortunately when her Accommodation passed ahead of my vessel her CPA was around 10 mtrs, The danger was imminent and after she passed , control was in doubt and ask us weather she safely cleared or not?
ATEELA 1	6	SAPID	29.05.2021	2021.05.28	27 05.11 N /056 12.55 E ,BND anchorage	H.HESSAM	On 28.05.2021 @ 2148 hrs(LT) while our good vessel was at anchor in position , Lat: 27 05.11 N , 056 12.55 E and at the time sea condition was rough , wind speed: 20 kts, wind direction: SW'ly. MV J.Pioneer (container vessel), Call sign: HOQQ , MMSI No: 355473000 , IMO NO.:009116711 proceeding toward Rajaeei port and intending to pass ahead of my vessel with CPA zero , we informed port control and wake up signal has given.Then control called her and request her master alter course to port side and pass our vessel safely, still she did not alter her course as much as to avoiding close quarter situation, captain immediately give order to call anchor party and he announce to Port Control that she did not alter course enough to avoid risk of collision & most probably she may have a collision wt us. Fortunately when her Accommodation passed ahead of my vessel her CPA was around 10 mtrs, The danger was imminent and after she passed , control was in doubt and ask us weather she safely cleared or not ?
AREZOO	1	SAPID	29.05.2021	17.05.2021	AT PORT	R.TOHIDLOO	DURING BERTHING OPERATIONTO AFTER PASSING ALL LINES TO THE JETTY, WHILE TIGHTENING THE ROPES FOR FINALASATION OF BERTHING DUE TO MISS OPERATION OF WINCH BY SHIP STAFF. CAUSE HAZARDOUS SITUATION AND MAY CUASE PARTING THE ROPES AND INJURY TO PERSONS.
BAHJAT	2	SAPID	05.30.2021		Gulf of Khambahat(	.CH.BARZEGARI.KH	ON 23.05.2021 while vessel was at MAGDALLA anchorage area and vessel engaged to cargo discharge operation, suddenly duty officer observed that crane operator cannot control crane (grapes), due to heavy swell (change of tide) .so that chief officer immediately informed by duty officer and cargo operation stopped for safety of ship and stevedores onboard
TERMEH	3	SAPID	05.30.2021	2021.05.30		RAJ TOOSI	ON 2021.05.30 , At 08:30 SMT While Vessel Was In B.abban Anchorage 2nd.officer Observed In Forward Station For Anchore Party,One Of Deck Crew ,,os,, Was Without Protective Safety Gear
DEVREZ	6	SAPID	05.31.02021	22.05.2021	ASSALUYEH ANCHORAGE	P.EJLALI	On 22.05.2021 at 14:20 when vessel was in IR ASA anchorage for checking and testing of steering ch-off was in steering room found near of electrical panel don't have any mate for insulation electrical to deck .

NEAR MISS reports for 1390-91(Negligence)

A.ARMANDEI +G40:G42	3	SAPID	06.01.2021	05/26/2021	SHARJAH OPL	A.ARMANDEI+AG40:G42	On 26th-May 2021 at 1510 HRS LT while vessel was prepared for departure and, heaving up anchor was in progress by anchor party. Engine test carried out by bridge team on ASTERN and AHEAD movement. Few minutes later anchor found aweigh and master ordered engine to run D.S.AHEAD, Officer of the watch complied with master order and moved the engine telegraph from STOP to D.S.AHD. Main engine started but unable to pick up RPM, and after few seconds RPM reduced and finally engine stopped. D.S.AHD order repeated once more without any response. Master instructed anchor party to be ready for emergency anchoring. Contact made instantly with engine room to find out result and issues. Vessel's head start to turn as the anchor was aweigh and engine was not available. Heavy dense traffic of anchored vessels in vicinity, and un-availability of engine movement caused dangerous situation and could lead the vessel to close quarter situation and an emergency anchoring operation. Finally engine made ready D.S.AHD order responded by main engine
DEVREZ	6	SAPID	06.04.2021	22.05.2021	ASSALUYEH ANCHORAGE	P.EJLALI	On 22.05.2021 at 14:20 when vessel was in IR ASA anchorage for checking and testing of steering ch-off was in steering room found near of electrical panel don't have any mate for insulation electrical to deck .
GOLSAR	3	SAPID	06.05.2021	27.05.2021	At Sea	A.Nemati	On 27.05.2021 At 0300 hrs/lt, While approaching to SHUAIBA anchorage, anchor party proceed to fwd station by master order. At that time when anchor party presented at fwd station, officer in charge found out an OS by common clothes at the anchor station. At the Time, Officer in-charge warned him & sent him back to change & use PPE.
AMINA	3	SAPID	06.06.2021	06/06/2021	SHUAIBA PORT, BERTH No.11	A.ARMANDEI	On 2021/06/06 at 1130 Hrs Lt, during discharge operation from cargo hold No.2 duty officer observed signal man has standing on the hatch coming rail where there is no any safety guards. Safety guards/rails was already prepared and located on PORT and STBD hatch cover. Operation ceased instantly by duty officer and signal man warned about his unsafe act and asked to stay on hatch cover where the safety guards available. Forman informed in this regard and chief officer instructed to halt operation if any unsafe/dangerous situation observed. All safety pre-cautions was already taken ship's staff, there is no any excuse to bypass any safety matters.

ARSHAM	2	SAPID	06.09.2021	06.09.2021	MAGDALLA OPL ANCHORAGE	H. DELBARY	Kindly note Kham bat VTS inform v/l on 16.05.2021 around 14:30hrs LT for prepare to heave up anchor at 17:00hrs LT for leaving the port area and proceed to open sea due to storm warning. Fuel oil purifier no.1 was in overhauling progress (as job list plan for discharging port), around 13:00hrs bridge informed engine department to make the engine ready for sailing because of heavy weather, therefore all precautions measured and applied to make everything ready asap. H.O. purifier overhauling completed at 17:00hrs LT. and started and checked, waiting 1 HR to ensure proper operation, H.O. purifier found in good working order, meanwhile engine gear test carried out at 17:00hrs LT, found satisfactory. Informed bridge at 19:30hrs LT that the engine is ready for sailing, but master decided to stay at anchorage because of safety reason because of he was not sure about full readiness of her engine for heavy weather and to prevent encounter to TRS (TAUKTAE) & with considering the time was too late to heave up anchor and proceed to open sea & crossing TRS. At date 2021.05.17on 08:10hrs LT Kham hat VTS again advised to heave up anchor for leaving the area , engine gear tested on 08:42hrs LT, and Heaved up Anchor and VSL was under way at 09:00hrs LT with considering not possible to cross TRS and shall proceed southerly for drifting , VSL exit from port limit at 09:10hrs LT , B.O.P @13:30hrs LT. Continue sailing with max M/E rpm 92 to prevent overloading because of heavy rough sea / strong current & swells and keep close monitoring and maintaining all parameters at safe margin. At date 2021.05.17on 13:50hrs LT in position Lat: 20 31.9 N Long: 072 27.8E , M/E unit no.5 upper cooling jacket Ruptured and caused M/E J.C.W low pressure and slow down the M/E & Tried out to isolate J.C.W to the unit NO.5 and cut out unit no.5 and resume propulsion with 5 units and proceeds the ship to the safe location for dropping anchor and rectify the engine problem. Kham bat vts informed accordingly & Advised for drop anchor in position 6 nautical mile away from v/l (20 27.7N 072 32.9E outside the vts limit reporting line) , but v/l could not cope with strength current pushing the v/l northerly due to low RPM (maximum sp:1 knot some time minus and informed VTS that v/l is not under command on channel 09 and finally v/l forced to dropped anchor in posn 20 31.55N 072 28.36 E @ 15:30hrs LT , due to engine problem & Kham bat vts informed accordingly . Then, tried out to prepare and commence for replacing unit no.5 upper jacket with new spare, but take advice from SM2 to hold on M/E power at this situation. Finally at 19:50 hrs. LT on 17.05.2021 engine gear test carried out found satisfactory to heave up both anchors for safety of v/l away from closely shallow patch due to dragging of the v/l toward same shallow patch. At 17.05.2021 on 21:36hrs LT, VSL was under way in position 20 35.9 N 072 27.46E in order to proceed to safe position and away from nearest shallow patch areas, with maximum RPM 72(due to one unit cut out) &
ARTMAN	2	SAPID	06.11.2021	05/06/2021	YANGJIANG PORT	S.D.H.NODEHI	ON DATE 04/06/2021 AFTER COMPLETION OF DISCHARGING,DURING CLEANING OF CARGO HOLD,CHIEF OFFICER OBSERVED ONE OF CREW NOT USING OF P.P.E AND IMMEDIATLY STOPED THE OPERATION.
BAHJAT	2	SAPID	06.12.2021	29.05.2021	Gulf of Khambahat	CH.BARZEGA+B46:G47 RI.KH	On 2021/05/29 at 10:30 while vessel was at MAGDALLA anchorage area for discharge of cargo (gypsum in bulk),Buson and other deck crew were engaged to park the grab of crane no. 4 in her place , due to heavy s well in anchorage area and v/l rolling , suddenly grab moved ,cause of gently rolling ,so Buson left hand finger Pressed. Between the body of grab and hatch coming. Unfortunately the first knuckle of his finger scratched.
ARIES	3	SAPID	06.13.2021	10.06.2021	MOZAMBIQUE CHANNEL	D.BANADAKi	AT 0010 LT BRIDGE INFORMED BY DUTY ENGINNER THAT THE AFT WINCH HAD BEEN RUNNING RUNNING DURING DARKNESS WHILE NO BODY WAS WORKING ON AFT WINCH , SO THAT FROM 1700 HRS THE WINCH MOTOR WAS RUNNING UP TO MIDNIGHT . AFTER INVESIGATION , IT CAME TO THE CONLCLUSION THAT , DECK CREW WHO WERE DOING MAINTENANCE ON AFT WINCH , HAD FORGOTTEN TO SWITCH OFF THE POWER AFTER COMPLETION OF THEIR TASKS & HAD NOT INFORMED NITHER TO THE BRIDGE NOR THE ENGINE ROOM.

NEAR MISS reports for 1390-91(Negligence)

DELBIN	6	SAPID	06.14.2021	06/14/2021	TASUCU ANCHORAGE	Hossein Golestani	Unsafe practice during mooring operation Sequence of event : It was observed by duty officer that crew intended to made fast the service boat's line to the ballast tank's air vent. Crew member asked to pass the rope from the lead and made fast to the bitts. Hazards & consequences; As the air vents not designed for such a operation and jobs it may be fail when tension will come on the rope, may cause injury to person in the area and damage to ship's property.
GOLAFRUZ	3	SAPID	06.20.2021	2021.04.28	KHUR E MUSA ANCHORAGE	M.R.Saiedy	After departing from port of discharge deck crew were carreing cargo hold and deck washing . they used electrical mocking winch and some equipment to bring out the cargo residue from inside of the holds. when chief officer was taking round and checking the cargo hold washing suddenly noticed that crew left the winch power on when not suing of it and without paying attention to electrical wire near deck water .
GOLAFRUZ	3	SAPID	06.20.2021	2021.05.02	ASSALUYEH BERTH	M.R.Saiedy	ON 2021.05.02 after completion of loading in some cargo holds deck crew was trying to close the hatch covers . duty officer saw the person doing operation is not wearing helmet and gloves and there is lack of personal preotective equipment.
GOLAFRUZ	3	SAPID	06.20.2021	06.05.2021	B.ABBAS ANCHORAGE	M.R.Saiedy	Vessel was recieving bunker at B.ABBAS anchorage and bunker vessel was starboard side alongside . the duty officer noticed that galley personnel without attention to bunkering operation are making barbique on starboardside for dinner .

NEAR MISS reports for 1390-91(Negligence)

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NEAR MISS reports for 1390-91(Negligence)

Recommendation by Vessel	***Validity***	**Cateogory**
SAFETY IS ALWAYS PRIOR OVER CONVENIENCE, BEFORE COMMENCEMENT OF SUCH OPERATION THE CREW SHALL BE BERIFED ABOUT THEIR DUTIES FOR SAFE IMPLEMENTATION.	Y	
It requested from second engineer to make aware the engine's crew from the consequence of such negligence.	Y	
all O.O.W should be prepared pre-arrival and pre-departure check list & make sure the condition of navigatioal status is correctly followed as per company ISM procedure and master standing order	Y	
At anchoring time check vessel position and keep sharp lock out for other vessel may be dragging anchor	Y	
close inspection of hatch cover's hyd. pipe before arriving to the port & regular maintenace of hatch cover 's flexible hyd.pipes	Y	
ALL OFFICERS & CREW WELL BRIEFED REGARDING SAFE MOORING OPERATION. RESPONSIBLE OFFICER / PERSON TO BE VERY VIGILANT DURING THE MOORING OPERATION. PROPER COMMUNICATION TO BE ESTABLISHED BETWEEN RESPONSIBLE OFFICER &WINCHMAN ON BOARD.PROPER COMMUNICATION TO BE ESTABLISHED BETWEEN RESPONSIBLE OFFICER ON BOARD & MOORING MAN ON THE JETTY. CONDITION OF MOORING LINES TO BE VERIFIED WELL BEFORE COMMENCING THE MOORING /UNMOORING OPERATION TO RECTIFY ANY TWISTING OF MOORING LINES OR CLEAR ANY OBSTRUCTION IN MOORING AREA.	Y	

Further training and familiarization to be carried out about the importance of using PPE. Breifing session will be conducted for all deck crew with respect to proper using of safety gears. Any operation forbidden to carry out on deck with out using suitable PPE.	Y	
Risk assessment to be conducted prior operation, onboard training and familiarization with STS operation/procedure to be carried out. proper number of attending crew to be assigned for such an operation well in advance.	Y	
asked galley staff to be more attention and aware of working place.	Y	
method of garbage segration and collection re explian to him. to be explain at every drill regarding garbage segration ,collection and transfering to shore facility and garbage disposal chart and special area as well partricularly for new employer .	Y	
CHANGE DAMAGED DRUM AND GRAB CONNECT ANOTHER GRAB TO CONTINUE DISCHARGE OPERATION.	Y	
Although the mentioned incident happen due to sudden failure of the machinery equipment, but detail inspection and risk assessment should be done prior any maintenance to minimize such a incident	Y	
Safety helmets should be used with fasten strap to prevent falling when crew members decline or in bad weather and should be a part of their cover not for show off.	Y	

Concern officer should complete risk assessment form Before commence any jobs on board and then proceed to work. All precautions should be took while carry out jobs on ship's side areas including permit to work, safety protective clothing, safety belt or safety Harness as required, communication tools with duty officer, as well some one should attend them all the time during job completed. When safety harness has to being used that should be secured with a strong point like deck eyes and use appropriate length of such rope, no unnecessary long rope to make fast.	Y	
Manning company shall not send crew without having "negative corona test result" onboard ships.	Y	
During a training session , the crew were once more briefed that even for a short while any garbage , drum , pipes , etc ..., must not be kept in any place other than designated places. More over , appropriate warning signs were posted.	Y	
AFTER SUCH THIS INCIDENT SECURITY GUARDS INVITED AT THE SHIP DECK OFFICE AND SAFTIES REVIWED	Y	
A training session was held and once more the importance of safety precautions and procedures were outlined. Also crew member were briefed to perform any job/maintenance safely and as per SMS manuals.	Y	
It's brought to the attention of all officers and crew 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. Safety drill and safety training class must be carried out regularly.	Y	
It's brought to the attention of all officers and crew 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. Safety drill and safety training class must be carried out regularly.	Y	

To minimize reoccurrence of such problem, the crews who seems they are weak and cannot sustain such job, they should be given another maintenance job if possible.	Y	
PROPER PPE SHOULD BE WEARED IN ANY WORKING PLACES.	Y	
Thorough examination and precise inspection must be done by ship staff once any major repair/overhauling carried out on machinery equipment, specially during dry dock repairs or any other maintenance carrying out by workshops. Once the job completed its highly important to insure the equipment is ready to use in all aspect. Risk assessment must be provided in this regard.	Y	
TAKE MORE PRECAUTIONS BY ENGINE STAFF WHILE BERTHING OR UNBERTHING OPERATION SIGNIFICANTLY WHEN THE BERTHING OPERATION TAKES LONG TIME TO FINISH.(DISTANCE FROM PILOT STATION AND JETTY WAS 5 NAUTICAL MILES AND PASSAGE WAS IN THE NARROW CHANNEL WITH HIGH TRAFIC &BUSY PORT & TWO INTERNAL TURNING BASIN).	Y	
Further investigation from pilot(Mr.Mousavi)revealed that there was past experience for fleet company and cutted dolphin not removed from sea bed since long time ago, Strongly advised to clear sea bed from any obstruction to avoid such a incident.	Y	

When welding in progress safety goggles should be worn.(as per SPM Manual, Correct use of goggles provides security against harm to eyes to complete task.	Y	
The assigned crew must inspect the equipment prior to use and electrical officer shall inspect machine on routine basis.	Y	
TAKE MORE PRECAUTIONS BY ENGINE STAFF WHILE BERTHING OR UNBERTHING OPERATION SIGNIFICANTLY WHEN THE BERTHING OPERATION TAKES LONG TIME TO FINISH.(DISTANCE FROM PILOT STATION AND JETTY WAS 5 NAUTICAL MILES AND PASSAGE WAS IN THE NARROW CHANNEL WITH HIGH TRAFIC &BUSY PORT & TWO INTERNAL TURNING BASIN	Y	
Training session for crew members was held right away.	Y	
All crane's must be regularly checked specially before use to make sure working properly.	Y	
Chief officer discussed with duties officer in this matter and wind and sea state must be continuously monitored by duty officer on the watch , so before any bad weather informed to stevedore and in advanced stopped cargo operation	Y	
	Y	

Write a letter of protest to inform port authority and B.Abbas PSC department to take proper and effectiveness action and inspection to avoid such un safe navigation in future. Request from port control by VHF give a procedures to all vsl about passing other vsl at anchor with a safe distance. Make sure all 0.0.W be alert at all time.	Y	
Write a letter of protest to inform port authority and B.Abbas PSC department to take proper and effectiveness action and inspection to avoid such unsafe navigation in future. Request from port control by VHF give a procedures to all vsl about passing other vsl at anchor with a safe distance. Make sure all O.O.W be alert at all time.	Y	
RISK ASSESSMENT TO BE REVIEWD BEFOR COMMENCMENT OF ANY MOORING/BERTHING OPERATRION.AND DUE TO EXCESSIVE NOIS PARTICULARLY IN AFT STATION(ENGINE NOIS) .LEARNING TO ALL STAFF THE HAND SIGNALLING IN RIGHT AND PROPER MANNERS TO AVOID THE SAME.	Y	
Chief officer discussed with duties officer in this matter, chief officer instruct duty officer, wind and sea state must be continuously monitored during the watch, and informed discharge Forman in advance to stop the operation	Y	
Safety Meeting Held And Trained Him.	Y	
In any electrical panel must be keep a mate for insulation of electrical .	Y	

Engine staff must conduct routine test and maintenance of require machinery which use during maneuvering. All service air bottles must be available during maneuvering to avoid low air pressure while main engine starting. Risk assessment must be conducted by Engine department as well as bridge team and being prepared for any kind of emergency.	Y	
In any electrical panel must be keep a mate for insulation of electrical .	Y	
He received proper training from the officer in-charge of the anchor station at the end of maneuvering to use & wear PPE while onboard.	Y	
Stevedores must be informed in advance regarding the safety requirements by ship, adequate training must be conducted for stevedores by port operation to minimize such a dangerous/near miss situations. Risk assessment must be provided to indicate and eliminate all possible risks.	Y	

All defective items including CSM item's for main engine unit is require to be attended by ICS surveyor. Essential spare parts is require to supply on board , SSR list send by ship in each calling home port to be follow by SM departments. More encourage for Iranian seafarer is require from head office by increase or if not increase, at least same salary paid by USD or favorite rate in market.	Y	
INFORM TO ALL CREW AS PER ISM, WHEN CLEANING CARGO HOLD SHOULD BE USE OF SUITABLE P.P.E AT ALL TIME.	Y	
Ship staff explained by CH/OFF aboat the risk of working with heavy lift machin ,and The requirement of risk assessment and ap cod to be followed restrictly,Use of proper safety gear emphasize	Y	
ALL OF THE CREW WERE WARNED REGARDING THE CONSEQUENCES OF SUCH A NEGLECT , & THEY HAVE BEEN INSTRUCTED TO REPORT TO THE BRDIGE &/OR ENGINE ROOM THAT ANY EQUIPMENT UNDER MAINTENANCE DURING THE WORKING TIME HAS BEEN SECURED & SWITCHED OFF AFTER THE COMPLETION OF THE TASK.	Y	

Risk Assessment to be followed up properly Use good seamanship and try to do job safely be aware of usage of equipment and fitting available onboard Incident to be discussed in next Consolidated	Y	
crew must have more training and pay attention to inviroment of jobs and all dangers of surrounding area crew should be aware of hazards such as electrical shock and fire when using the electrical machinery	Y	
crew should be understand the matter of personal protective equipment and use of them. all operations need to inform the duty officer and carry under sueprvision of him	Y	
more training and knowledge requirment to crew and rating . post the hazard symbols in area of dangerous operation .	Y	

NEAR MISS reports for 1390-91(Negligence)

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NEAR MISS reports for 1390-91(Negligence)

Total Number of Cases Reported	50
Number of Valid Near-Miss Cases	50
Number of Irrelevant Near-Miss Cases	0
Percentage of Valid Cases Reported	100.0
Percentage of Irrelevant Cases Reported	0.0

Vessel	SM	COMPANY	Date Occurred	Date Report Received	Place	Master	Brief Description

Recommendation by Vessel	***Recommendation by Company***	***Validity***	**Cateogory**

Total Number of Cases Reported	0
Number of Valid Near-Miss Cases	0
Number of Irrelevant Near-Miss Cases	0
Percentage of Valid Cases Reported	#DIV/0!
Percentage of Irrelevant Cases Reported	#DIV/0!

Vessel	SM	COMPANY	Date Occurred	Date Report Received	Place	Master

Brief Description

Recommendation by Vessel

Recommendation by Company	Validity	Cateogory

Total Number of Cases Reported	0
Number of Valid Near-Miss Cases	0
Number of Irrelevant Near-Miss Cases	0
Percentage of Valid Cases Reported	#DIV/0!
Percentage of Irrelevant Cases Reported	#DIV/0!