

TO ALL FLEET VESSELS

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Date: 2021.10.03

In The Name Of God

Dear Captain
Good Day,

Pl's find attached file "NEAR MISS & FLEET CASUALTY 2ND. 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

CAPT.A.Momeni.N.

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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	Recommendation by Vessel	Validity
AREZOO	1	SAPID	27.07.2021	27.07.2021	AT SEA	CAPT.B.SABERI	On 22.07.2021 at 17:00 hrs. During passing of Arabian sea ,while v/l encountered to very rough sea ,duty officer observed , Stbd side life boat trigger line (lashing wire of life boat) parted .	Risk assessment to be reviewed before v/l encountered to heavy weather conditions ,Lashing and securing loose items on deck for expected condition .	Y
AYSAN	1	SAPID	31/7/2021	31/7/2021	B.ABBAS ANCHORAGE	CAPT.A.R.KARIMI	On 2021.07.31 at 1300 while v/l was getting ready for bunkering from bunker barge HAMD and same time waiting for service boat it was found Bosun (safety representative) forgot to check scuppers. Fortunately the drip trays plug was closed and duty officer ask him to make sure close all scuppers to avoid oil pollution.	Bunker check list/ Risk assessment should be filled and all safety item checks should be done couple of hours before bunkering to give adequate time for checking safety measure. It demonstrate to all ship staff that safety and marine environment protection is utmost priority, any other job could be postponed to attend same.	Y
ELYANA	1	SAPID	15/7/2021	15/7/2021	B.ABBAS	Capt.SH.SHARIFI S	During cargo operation when OOW taking round on main deck found two stevedores coming up from hold no.3 by using chain connected to ships crane and putting them to the jetty. Then OOW ordered crane operator to stop the unsafe operation. subsequently CH/OFF and foreman informed .	review some wrong practice with stevedors and foreman befor start of cargo operation to maintain safety of stevedor in order.	Y
ELYANA	1	SAPID	10/7/2021	10/7/2021	B.ABBAS	Capt.SH.SHARIFI S	watch man and duty officer found the stevedors , after meal time ,boarding with out using mask to prevention of spread of corona virus. ship.	foreman once more warned about the regulation for working on v/l which mostly posted at the entrance of accomodation ladder and watch mans reminded about the importance of covering mask for boarding people.	Y
AYSAN	1	SAPID	2021.08.29	2021.08.28	Jebel Ali Port.	Capt. Alireza Karimi	On 2021.08.26 while v/l unberthed Jebel Ali port after dis-embarkation of pilot, while eng. Was running on Half Ahd., Eng. Control room contacted to bridge and asked to stop eng. Due to high temp. Alarm of A/E jackets. Immediately eng. Stopped, after few minutes Black Out. Vsl commenced drifting. As per Jebel Ali port control instruction v/l not allowed to drop anchor in current position and forced to request pilot and tugs to shift v/l to anchorage as there is risk of grounding.	All Maintenances to be carried out as per PMP. All required spare and store to be requested in due time. Master and Ch. Eng shall supervise all maintenances and repairs done by ship staff and to make sure all maintenances being carried out as per PMP. Master and Ch. Eng shall make sure that all ship staff are well trained and qualified regarding their relevant responsibilities.	
ELYANA	1	SAPID	31.08.2021	01/10/2021	IN PORT (ANTWERP)	cap.sh.sharifi S	ON 16.08.2021 AT 10:30 HRS LT WHILE V/L AT ANTWERP PORT , DURING DISCHARGING OF CARGO ,WHILE CH.OFFICER AND CREW WAS ENGAGED TO CLOSING TWIN DECK OF HOLD NO. 5 ,SUDENLY OPERATION STOPPED AND NO RESPONSE FOUND ON MOVING OF HANDELS SO DUTY OFFICER CHECKED THE HATCH COVER HYDROAULIC PUMP AND FOUND ON CROSS DECK A PIPE BROKEN ,ALL DECK CREW SUMMOND FOR PREVENTION OF OIL SPILL TO THE WATER.	The condition of the piping and the v/vs should be checked on intervals to make sure all are in good working condition. and as a good practice all scapper to be closed before v/l berthing for port stay time.	

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ARSHAM	2	SAPID	06.09.2021	06.09.2021	MAGDALLA OPL ANCHORAGE	H. DELBARY	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Kham bat vis 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 .</p> <p>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.</p> <p>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) & Kham bat</p>	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
PARISAN	2	SAPID	2021.08.13	10.08.2021	Laem chabang port	CAPT.M.KHAJEHGIRI	when vessel was at laem chabang port on 10.08.2021 during cargo loading operation shore labors of stevedore company smoking inside the cargo hold NO.5, warning notice given by officer and same reported to foreman , fortunately nothing happend.	#NAME?	
BAHJAT	2	SAPID	2021.08.19	19.07.2021	dafeng port jetty no 2 lat 33- 14.7 N / long 120- 51.4 E	CAPT.CH.BARZEGARI.KH	On 19.07.2021 While the vessel was discharge iron ore at Dafeng port , and ship staff were engaged to prepare crane #4, for fixing of shore gang way so ,,suddenly the wind was picked up and vessel was 0.5 meters away from the jetty ,the duty " OS " seen that too much tension are came to the astern ropes and he slacked the mooring ropes without informing of duty officer ,so in result , vessel getting more distance from the jetty.	Warning the os not to be repeat such mistakes again- -Explaining the safety regulations to the all crew and briefing them about the hazardous exists onboard . - duty officer must be check frequently wind speed and direction and tidal of stream, and take action in ample time to avoid any accident	
PARISAN	2	SAPID	2021.08.23	23.08.2021	GALLE OPL	Capt . M.Khajechgiri	WHICH CAUSE DAMEGE TO DRAIN ANGLR BARE AROUND 5 M ON HATCH COVER.	for SUCH OPERATION , ALL RISK ASSESMENT SHALL be CONSIDERED and deck CREW SHALL FOLLOWING SAFE PROCEDURE for GANG WAY OPERATION	
ARSHAM	2	SAPID	01/6/2021	2021.08.21	SOUTH CHINA SEA	Yevgen Krotenko	During Ch. Off. inspection of port side bridge wing after derasting and painting operations was observed not closed bucket with paint. It could lead to paint damage. After that bucket was closed. Verbal warning to deck crew was made by Ch. Off. Additional safety / good practice instuctions carried out.	Verbal warning to deck crew was made by Ch. Off. Additional safety / good practice instuctions carried out.	
PARSHAD	2	SAPID	04.09.2021	04.09.2021	AT SEA		While crew attended for renew the crane wire , it was observed that they(BOSUN / CARPENTER) attended without wearin the safety harness. the process of job ceased and instructed to wear the safety harness and follow the all safety precaution then resumed to renew the wire.	Wearing proper safety equipments such as safety harness, safety helmet.	

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WARTA	2	SAPID	08.09.2021	09/8/2021	26-49.6N 052-46.8 E	BORYS SOLTANOVSKY	<p>ON 07/09/21 AT 20.45 ST IN POSITION LAT. 26-49.6N LONG 052-46.8 E RAISED FIRE ALARM " FIRE IN DUCTKEEL SPACE" IMMEDIATELY STOP VENTILATION, SWITCHED OFF POWER TO DK SPACE. CREW MUSTERED AND FIRE TEAM READY. ALL VENTILATION FLAPS WERE CLOSED. ALL MANHOLES TO DK SPACE WERE TIGHTENED FOR MINIMIZED ENTERING OX IN THE SPACE. WAS INFORMED DPA . CONSTANTLY MONITORING TEMPERATURE OF MANHOLE COVER DK SPACE / BULKHEAD. DPA CONFIRM OUR DECISION NOT OPEN MANHOLE COVER TILL MORNING IN THE MORNING IN FIRST WE OPEN VENTILATION FLAP NEAR ACCOMMODATION - NO SMOKE OBSERVED. ONLY SMELL SECOND STEP WE OPENED MANHOLE COVER AFT PART FROM ENGINE ROOM SIDE - NO SMOKE. THIRD STEP WE OPENED MANHOLE IN FWD PART AND START INTENSIVELY VENTILATED. WHEN THE OX CONTENT WAS 20.9 WE ENTERED IN DK SPACE FOR INSPECTION. DURING INSPECTION WERE OBSERVED THAT WAS BURNED THERMOINSULATION OF HEATING PIPE WITH TOTAL LENGHT 1.5 . LOCATION AROUND 3 METERS FROM ENTRANCE TO DK SPACE FROM ENGINE ROOM</p>	<p>TWICE A WATCH NEED TO CHECK TEMPERATURE OF MANHOLE COVERED IN DK SPACE. IF ANY SMELL NEED CALL TO THE BRIDGE. ALL MANHOLE COVER MUST BE CLOSED AND TIGHTED DURING VOYAGE</p>	
ARTMAN	2	SAPID	08.09.2021	09/3/2021	PHUKET OPL ANCHORAGE	CAPT.M.R.ANSARIYANKHAH	<p>ON 2020.09.03. DURING MASTER WEEKLY INSPECTION, IN ONE OF CREW CABIN, IT HAS FOUND ONE DAMAGED MULTI RECEPTACLE TO WHICH DIFFERENT CABLES WERE CONNECTED WITH THE HIGH POSSIBILITY OF POWER EXPLOSION .</p>	<p>CREW SHOULD BE AWARE OF THE POSSIBILITY OF POWER EXPLOSION IN CASE OF USE SUCH DEFECTIVE RECEPTACLE.</p>	
KIAZAND	2	SAPID	11.09.2021	2021.09.12	b.abbas	Capt.M.H.ESHRAGHI	<p>ON 10.09.2021 AT 03:30.While Cargo operation, 2nd/off observed smoke exhausting from duct keel</p>	<p>The old lagging and oily lagging to be removed and new lagging bounded around pipes Inspection of duct keel to be carried out regularly & the place to be kept clean and clear.</p>	
KIAZAND	2	SAPID	12.09.2021	09/12/2021	berth no 16-b.abbas	Capt.M.H.ESHRAGHI	<p>ON 10.09.2021 AT 03:30.While Cargo operation, 2nd/off observed smoke exhausting from duct keel.Immediately informed master- chief officer and duty enginner.at 0345 hrs emergency team assessed ,closed all entrance/vents ,and fire fighting equipment ready at 0405 fire extingushed by fire hose using EEBD for f.fighter, then closed all air vents and waiting for 30 minutes.then vents opened and start to ventilation fan then inspected observed fire did not extinguished completely. again at 04:45 hrs fire house rirred and applied water completely around of stern pipe lagging and completely fire extinguished then closed all vents .at 05:30 hrs vents opened and ventilated inspected found ok.</p>	<p>workshop arranged for old lagging and oily lagging to be removed and new lagging bounded around pipes Inspection of duct keel to be carried out regularly & the place to be kept clean and clear.</p>	
GOLAFRUZ	3	SAPID	30.03.2021	22/3/2021	B.ABBAS	JALAL POOR MAHDI	<p>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.</p>	<p>SAFETY IS ALWAYS PRIOR OVER CONVENIENCE, BEFORE COMMENCEMENT OF SUCH OPERATION THE CREW SHALL BE BERIFED ABOUT THEIR DUTIES FOR SAFE IMPLEMENTATION.</p>	Y

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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	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
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.	Further training and familiarization to be carried out about the importance of using PPE. Briefing 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
DARYABAR	3	SAPID	20.07.2021	22.07.2021	BAY OF BENGAL	A.HAJJAFARI	DURING A ROUTINE AFTERNOON BRIDGE WATCH, DUTY OFFICER OBSERVED THAT AN AB STANDING ON THE TRAC WAY FOR CLEANING THE TRACK WAY WITHOUT WEARING SAFETY HARNESS. IMMEDIATELY THE AB MADE TO STOP WASHING AND TO STAND DOWN OFF THE TRACK WAY AND INSTRUCTED TO USE SAFETY HARNESS.	NEGLIGENCE OF THE CREW TO USE SAFETY PROTECTIVE GEAR (SAFETY HARNESS) AND LUCK OF SUPERVISION FROM SENIOR DECK HANDS. AS PER SHIP'S SMS MANUALS AND AP CODE, PROPER RISK ASSESSMENT SHOULD BE CONDUCTED AND SAFETY BRIEFS SHOULD BE GIVEN TO PERSONNEL INVOLVED BEFORE COMMENCEMENT OF SUCH A HIGH RISK TASK	Y
ARIES	3	SAPID	13.07.2021	13.07.2021	BRAZIL	Y.KROTENKO	it has been found out during discharging operation that the middle platform of the vertical access ladder on the forward bulkhead of hold no 2 has been departed from welded base and the aft platform plate & top stanchion of the platform of vertical access ladder in hold no .6 touched by forklift truck.	duty officer be aware of such risk caused any mishandling during cargo operation and that the fork lifttruck operator having safe operation within limited access to ship hull and cargo gear .	Y
AMINA	3	SAPID	27/7/2021	27/7/2021	AT SEA	CAPT.S.SAFABAKHSH	On 2021.07.27 while chief officer was taking safety round saw a sheet of wood plate left on attended by galley staff on A deck which might have been caused slippage of crew or accidental throw overboard in garbage special area. Saloon 1 called and order to secure it.	Chief officer summons crew and briefed them with importance of securing loose items on deck especially during sea passage.	Y
GOLAFRUZ	3	SAPID	08/7/2021	2021.08.03	MINA SAQR BERTH		After berthing in mina saqr , crew rigged the gangway on jetty and the gangway net was not properly attached and secured .	crew should be aware of safety and secure all access way from ship to shore with considering by all safety matters.	
DELRUBA	3	SAPID	2021.08.10	2021.08.01	IMBITUBA ANCHORAGE	CAPT. S.MAMKIN	V/L PROCEED TO IMBITUBA ANCHORAGE ON 2021.08.01 @ 06:45 Lt. DURING APPROACHING, ENGINE FAILED AND IMMEDIATELY MASTER ORDERED TO HELM MAN TO KEEP V/L CLEAR FROM ALL V/L AT ANCHORAGE. THE DEPTH OF WATER IS MORE THAN 100 m BEFORE ANCHORAGE, SO V/L STANDING BY BOTH ANCHORS JUST IN CASE . SAFETY MSG ANNOUNCED TO ALL V/L IN VICINITY TO "KEEP WELL CLEAR OF US". ENGINEERS WORKED ON PROBLEMS AND THEY RECTIFIED THE PROBLEM.	ALL THE UNIT INSPECTED FOR SIMILAR CASES.	
ARTARIA	3	SAPID	2021.08.10			Capt. USOVICH	During weekly inspection of safety equipment , it has been observed that by safety officer the port side auto-release wire of life boat partly parted. The mater immediately informed to the master and the wire renewed by crew members.		
ARTIN	3	SAPID	2021.08.13	08/8/2021	ZOUSHAN INNER ANCHORAG	Capt.M.Nouri	ON 08-08-2021 ON 10:10 Local Time at longshan anchorage , chief officer commenced ballasting of DB no 5,6 port & stbd sides, as the valves of the a/m tanks had been recently overhauled at longshan dry dock so he inspected these valves in duct keel & observed minor leakage of water ballast from their flanges into duct keel	Proper supervision of shipyard / workshop staff maintenance / repair jobs on board by responsible person	
ARTAVAND	3	SAPID	2021.08.17	28.07.2021	Dargahan Anchorage	Capt.M.Zolfaghari	While vessel was at anchor (Dargahan Anchorage) during the routine maintenance of deck ,it was observed that one of the crew member had not worn proper safety gear(PPE).		

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AMINA	3	SAPID	2021.08.19	12/8/2021	Singapore Strait	Capt.S.Safabakhsh	On 2021-08-11 at 1015 half an hour notice given to Engine to be ready for singapore strait passage.Engine made ready for manouvring. At 1545 a vessel overtook our vessel and after passing our vessel suddenly became not under commnand.She called VTIS and all vessel and inform her status.VTIS instructed all vesels to reduce speed immediatly. Fortunately ENG was on MAN mode and ready. Speed reduced and sufficient action taken in ample time.	Risk assessment should be reviewed or re-issued if necessary prior passing congested areas and situation to be explained to engine department to be ready in all times. Bridge team should be vigilant.
GOLAFRUZ	3	SAPID	2021.08.22	16.08.2021	shuaybah berth 8	Capt.MR.SAIEDI	when vessel was discharging dusty cargo in port , False fire alarm was sounded and no duty engineer / duty officer attended . therefore general alarm was automatically activated , even then the duty officer did not attend the alarm	duty officer should be enough alert and improve their safety conciousness while on board the vessel
GOLAFRUZ	3	SAPID	2021.08.22	16.08.2021	SHUAYBAH BERTH	Capt.MR.SAIEDI	during berthing on shuabah (kuwait) and pilot onboard the eng satus on dead slow astern , fresh order given by pilot to slow astern butb duty officer put the telegraph on dead slow ahead instead	proper / sufficient sea pre training must be improved for young officers
GOLSAR	3	SAPID	26.08.2021	20.08.2021	At MINA SAQR Port	Capt. A. Nemati	On August 20th, 2021 at 1600 hrs (Lt), while the vessel was loading at MINA SAQR port, during taking round on deck, the officer of the watch finds some empty mineral water bottle that between cargos holds on main deck. The OOW instructed watch men to take the bottles and dispose it in special plastic Garbage bin to prevent environmental pollution.	The chief officer remind all crew on board to get acquainted with garbage management plan & MARPOL Chap. 5 poster and instructed all crew once again regarding collection & segregation & delivery of Garbage to shore facility as per GMP.
ARIES	3	SAPID	28.08.2021	30.08.2021	Port of Santos- jetty 12-A		As the voy instruction which charterer guaranties about 13.5 mtrs draft without any restriction at the loading port , supplemented to port agent announcement regarding max draft of 13.40 mtrs at Santos in pre arrival info, vsi seeked from charterer's port agent & insisted as extra ordinary act to receive any info about available UKC of jetty 12A to adjust trim in loading sequences by several correspondences well in advanced ,but it has been declared by charterer's agent that available depth of water in mentioned jetty is only 12.4 at zero tide , while 2-3 days was passing from commencement of loading , which in this case , vessel would be in definite risk of grounding .	vessel has revised the loading sequence to get minimum trim during final stages of loading , when the drafts would be increased. vessel synchronized the loading operation appropriate to cope the high tide durations for the final stages of loading as critical periods so that she can safely be unberthed & passes the river after unberthing.during higher drafts , vessel had continuously monitored the depth of jetty 12-A by all available means onboard & studied the tidalchanges & durations at all times , until her departure .vessel has reduced un-pumpable ballast water to the minimum possible quantity by continuously stripping tanks until the day before last, to avoid any imposed increase of draft .vessel has revised the loading plan & sequence to reach the minimum possible even keel draft , appropriate to the limited depth & also suitable for stability condition during long voyage .The timings for other formalities & operations at the end of loading such as Fumigation, trimming & so on has been managed by vessel's instructions strictly, in order to save time & cope the critical period of high tide for safe unberthing & departure from river port
ARIES	3	SAPID	30.08.2021	31.08.2021	SANTOS PORT - JETTY 12.A		While the vessel was alongside & engaged in loading operation , fwd berthed vsi" mv. DORIC JAVELIN "which had only 9 mtrs dist to own ship , had badly surged towards own vessel by at least 03 mtrs & then own vsi came toward her 02 mtrs closer by head movement which it only occurred due to passing huge container vsi near bend , where the own ship was made fast .	Vessel has changed the position of two lines from fwd breast into fwd spring lines. - Forward & aft station were kept manned at all times during the stay at berth for monitoring the ropes & also as extra lookout to be aware of any bounding vessel from each end . -ENG was being kept on very short notice & during passage of bounding vessels , ENG was ready for any required movement.

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ARIES	3	SAPID	30.08.2021	30.08.2021	SAO FRANCISCO DO SUL ANCHORAGE	<p>According to the charter party , the vessel was assigned by the charterer to discharge her cargo (UREA) in two ports where are nominated by the charterer, with charterer's demand to discharge least possible quantity in the first port (IMBITUBA) . The vessel then had offered various options through correspondences with relevant agency , regarding minimum quantity to discharge at the first port , with observance of safe stability & draft condition at the final stage of first discharging port ; as the conclusion vessel were instructed by the charterer to discharge about 18000 M.T in the first port , while her departure maximum draft would be about 10.30 in this case . The vessel then submitted related documents such as discharging plan & sequence based on the recieved instuction.</p> <p>Despite from previous E-mails from the same agent , which was stating such relative water density of 1.025-1.023& BW , at the last stage & while the vessel was about to depart from the first port of discharge (IMBITUBA) , vsl rcvd email frm sub agent at saofrancisco do sul port , about average RD of water is 1.018- 1.021 whilst vsl departed frm IMBITUBA & BOP began, so vsl surprised.</p> <p>NOTE : Fortunately , vessel stayed at anchor & berthing prospect suspended due to port of SAO FRANCISCO line up .</p> <p>NOTE : voy instruction as per charter party was "LIFTING 60,000 MTS 10% MOLOO LESS IN CHARTERERS OPTION GRANULAR UREA IN BULK FROM 1 SP 1SB ASSALUYEH TO 1 SP 1SB IMBITUBA - BRAZIL or in Charterers option 2sp .WHERE CHARTERERS GUARANTEE NO RESTRICTIONS ."</p> <p>The lack of information & clarifications by the charterer , imposed restrictions to comply with Company's safety policy of UKC , & also</p>	<p>Vessel has employed her due diligence to adjust her trim by internal transferring of un-pumpable ballast water .</p> <p>Vessel has tried to increase the consumption of potable water from FW tanks , to reduce her draft as much as possible .G82</p>
ARIES	3	SAPID	02.09.2021	02.09.2021	SANTOS PORT	<p>Despite written instruction to the Fumigation company through charterer & the port agent by vessel , as a prevention action for the unfortunate incident happened on one of our Performing vessels with serious damages to it's hatch covers , & enlighten the importance of correct fumigation process for the vessel after loading , it has been accidentally found at last stages of loading & few minutes before commencement of fumigation that ,due to the vessel's tight & critical period of high tide for safe unberthing from the port , the fumigation company had intended to overlook the mentioned vessle's instruction & to pile up Aluminum Phosphide tablets unevenly on the cargo surface & without paying attention to the free space between hatch covers & cargo surface.</p> <p>Note : vessel had informed the Fumigation Company of her intention for her demanded way of fumigating in advance & prior loading, through Charterer & port agent.</p>	
ARTARIA	3	SAPID	05.09.2021	15.08.2021	Anchorage	<p>Capt.Igor Usovych</p> <p>During monthly inspection of LSA on board, it has been observed by 3rd/off the embarkation ladder in STBD side is in poor condition and its rope was partedThe third officer reported to safety officer and the master and an indent has been prepared</p> <p>The embarkation ladders for life boats no.1 and 2 have been replaced after urgent supply in Fanachenq port.</p>	<p>Embarkation ladders maintained & properly covered by Tarpaulin.</p>
DARYABAR	3	SAPID	05.09.2021	05.09.2021	B.ABBAS	<p>Capt.A.HAJJAFARI</p> <p>ALL PACKAGES/STORS WHICH RECEIVED IN B.ABBAS ANCHORAGE SUSPECTED TO CORONA VIRUS. SO MEASURES TAKEN FOR HANDLING, STORING AND USE OF ABOVE ITEMS AS PER COMPANY SAFETY AND HEALTH INSTRUCTION .</p> <p>MORE PREVENTING ACTION AND DISINFECTION CARRIED OUT BEFORE TRANSFERRING OF ITEM TO STORES</p>	

NEAR MISS reports for 1390-91(Negligence)

DARYABAR	3	SAPID	05.09.2021	05.09.2021	B.ABBAS	Capt.A.HAJJAFARI	ALL PACKAGES/STORS WHICH RECEIVED IN B.ABBAS ANCHORAGE SUSPECTED TO CORONA VIRUS . SO MEASURES TAKEN FOR HANDLING, STORING AND USE OF ABOVE ITEMS AS PER COMPANY SAFETY AND HEALTH INSTRUCTION . MORE PREVENTING ACTION AND DISINFECTION CARRIED OUT BEFORE TRANSFERRING OF ITEM TO STORES		
DARYABAR	3	SAPID	11.09.2021	11.09.2021	BANDAR ABBAS	Capt.A.HAJJAFARI	ON 11.09.2021, IN BANDAR ABBAS OPL, DUTY OFFICER OBSERVED THAT ONE OF CONDU PIPE WORK SHOP HAS NEGLET TO WEAR PROPER PPE AS REQUIRED THERE ARE PLENTY OF INJURIES AND CASUALTIES WHICH COMES FROM DISOBEYING STANDARD JOBS PROCEDURE AND SAFETY INSTRUCTIONS AS WELL... SO THEN THE SAFETY OFFICER WARNED TO HIM ABOUT THE DANGER MAY ARISE BY SUCH ACTION AND THE CORRECT PROCEDURE WHICH SHOULD BE FOLLOWED .	IT IS IMPERATIVE THAT EVERY ASPECT OF SAFETY TO BE CHECKED BY SAFETY OFFICER AS WELL PRIOR ANY OPERATION AND WORKING ONBOARD.	
ARTARIA	3	SAPID	09/18/2021	18.09.2021	AT SEA	I. USOVYCH	DURING WEEKLY INSPECTION MOORING EQUIPMENT BY 2 END. ENG. WAS FOUND OIL LEAKAGE OF MORING WINCH N-2 P/SIDE. THIS MOORING WINCH WAS OBSERVED BROKEN HYDRAULIC PIPE (CORRODED RUSTED)	ADDITIONAL TRANING OF DECK / ENGINE STAFF. TESTING INSPECTION ALL MOORING EQUIPMENT (HYDRAULIC PARTS) BEFORE USE IN PORT.	
MENAN	4	SAPID	29/6/2021	07/8/2021	B.ABBAS ANCHORAGE	CAPT.B.HOSSEIN ZADEH	While intending to use starboard anchor it was observed that brake lining has worn out severely. The operation was stopped and port anchor was used instead. Later the brake lining of starboard anchor was renewed.	To carry out proper maintenance of machinery and equipment as per pmp on time.	Y
ATEELA2	4	SAPID	03.09.2021	26/08/2021	B.ABBAS	capt.J.REZAEI	As crew attended forward station for unberthing , its been observed that STBD anchor is lowered for about 5 meter in to the water,then anchor hoisted up and secured with break and stopper to continue unberthing operation. after investigation its been realized that one of the AB s accidentally opened the stbd anchor break instead of mooring winch break in order to adjust mooring ropes during port stay and he didnt return the anchor to its position neighter informed duty officer or bosun.	all AB s are told and instructed to pay full atention during mooring operation to the difference between mooring winch break and anchor break and never open the anchor break by fault again.	
DEVREZA	4	SAPID	09.09.2021	31/7/2021	AT SEA	CAPT.A.REZAEI	On 2021/07/31 at 0700 LT while V/L was at sea and proceeding from asaluyeh to BIK port , engine failed and V/L got not under command . duty officer quickly followed EPP and master informed and NUC light and shape exhibited and urgency message broadcasted. and inform all vessels in vicinity .	proper engine maintenance shall followed and approved spare parts shall supplied in ample time.	
DELBIN	4	SAPID	09.09.2021	09/9/2021	Tasucu Anchorage-Turkey	Capt. G.R Rezaeian	During transferring of Oil drums to the ENG RM via skylight, it was observed that proper guardrail system not erected on sides of the skylight and one of crew which was engage of guiding the crane operator standing near the hole without the PFAS, which by anyhow may lead to an accident or falling down the crew in to the engine room.	<ul style="list-style-type: none"> • Risk assessment to be followed-up properly to identify the fall hazard and determine the appropriate fall prevention system workers are to use • Develop, Implement fall prevention standards • For work around skylights and openings, require, provide and ensure the use of appropriate fall prevention systems that use one of the following: <ul style="list-style-type: none"> - Cover or screens - Railing or guardrails - PFAS,including safety harness,lanyard,etc., - Post warning signs • Incident to be discussed in next consolidated 	
DELBIN	4	SAPID	10.09.2021	09/10/2021	Tasucu Anchorage-Turkey	Capt.G.R. Rezaeian	Oily Rags which used by engine crew near oil drums for cleaning and wipe up, leftbehind on deck and did not disposed off properly. As an oily rags are liable to spontaneous combustion, they must be disposed in proper safe manner and as per G.M.P. after use.	<ul style="list-style-type: none"> • Risk assessment to be followed-up properlyto identify the fire hazard and determine the appropriate prevention actions • ENG RM and Deck Housekeeping to be reviewed and monitored to ensure no combustible materials such as rags, gloves, and/or absorbent pads are left lying around; • Training of fresh crew and juniors to be in progress constantly by training session and safety videos • Incident to be discussed in next consolidated meeting 	

NEAR MISS reports for 1390-91(Negligence)

DEVREZ	4	SAPID	12.09.2021	13.08.2021	L: 27' 30" N , L: 052' 05" E	CAPT.A.REZAEI	<p>On 13.08.2021 at 23:00 HRS SMT after departure from IR ASALUYEH Towards IR BIK, while 4TH/ENGINEER and Duty SERH were engaged in normal routine rounds in E/R, around AUXILIARY ENGINE No.3 a small Fire found. They immediately Sounded FIRE ALARM and informed BRIDGE then extinguished the FIRE by a portable foam extinguisher at place and fortunately nothing more happened and nobody injured.</p> <p>After investigations it found that it was some leakage from HFO pipe passing that area which was already observed but it was not reported or cleaned up and no repairing actions taken for the Pipe, so this resulted in breaking up that fire.</p>	regular round shall carry out in engine room and any sign of oil shall be cleaned . repair of any leaking pipe shall be carried out in time.	
DEVREZ	4	SAPID	12.09.2021	09/02/2021	Approach of khowr e musa pilot station	CAPT.A.REZAEI	<p>On 2021/09/02 at 21:42LT while V/L was underway from anchor position to pilot station ,vessel facing engine problem. BIK VTS was informed and vessel drop anchor and engine problem was rectified at 0600 hrs/03rd and H.up anchor @ 0630hrs and proceed to pilot station.</p>	Proper engine maintenance shall be followed and approved spare parts shall be supplied in ample time	
PETUNIA	4	SAPID	09/19/2021	15.09.2021	chabahar berthing		<p>On 14.09.2021 at 20:12 hrs during berthing operation at CHABAHAR while pilot was onboard and fwd/ aft station was passing mooring wires , the forward station had to pass spring lines (ie. the wires) by slip method and retrieve spring lines (linked to a messenger line) by using ship's winch drum to the ship .After the spring lines were made fast and were put on the bollard , for disconnection the messenger line which is still under tension , chief officer ordered to use a stopper for release tension on the messenger line and also ensuring all personnel involved at the station clear from snap-back zones throughout the mooring operations. Then he ordered winch man to slack the messenger line a little bit by winch but he released the messenger line completely off the drum without using the winch, When the line did free, it oscillated with such amplitude ,high speed and force .</p>		
DEVREZ	6	SAPID	31.03.2021	26/3/2021	BIK OPL ANCHORAGE	P.EJLALI	<p>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 .</p>	It requested from second engineer to make aware the engine's crew from the consequence of such negligence.	Y
ATEELA1	6	SAPID	07.02.2021	07.09.2021	B.ABBAS	H.HESAM	<p>On 2021.07.02 @0100 while vessel was in loading operation, watch man informed CCR that minor leakage from cargo line No.3 is observed. Chief officer contacted loading master to reduce the rate up to line pressure becomes Zero, temporary repair carried out on area where crack identified and cargo operation continued with utmost vigilance.</p>	Master emphasized one of deck watch keepers is always stand by at manifold to monitor manifold pressure and hose connection. Agreed manifold pressure must never exceed. Head Office Informed and Workshop attended the VSL in order to change the line and rectify deficiency.	Y
ATEELA1	6	SAPID	25.07.2021	17.07.2021	B.ABBAS ANCHORAGE	H.HESSAM	<p>on 2021.07.17 @1940 hrs while VSL along side MV NESHAT upon completion just prior to cast off from mentioned VSL duty officer find out fast boat were made fast its rope to our fenders mooring lines while her boat was hidden in aft curvature. Boat was waiting for workshop of the other ship. fortunately we noticed him to cast off.</p>	master emphasized risk assessment to be conducted prior operation, onboard training and familiarization STS operation/procedure to be carried out.also before starting the main engine of the ship asks propeller clearance to avoid accident with small finishing boat or any obstruction.	Y
ATEELA1	6	SAPID	2021.08.15	2021.08.15	B.ABBAS OPL ANCHORAGE	CAPT.H.HESSAM	<p>On 2021.08.14 after receiving instruction for supplying LSHFO to MV Ganj at B.Abbas OPL,We proceed toward her. We request them enough crew must attend FWD and Aft station for safe operation. vessel when at 1330 we safely goes alongside and at 1348 hrs first line passed we found their crew very slow and even they leave one station,i.e aft station and all gathering to fwd station, due to that one fwd spring broken and it took around 1.5 hrs to pass the lines. Our Master found this type of management it's not safe staying alongside of vsl and start bunkering operation & decided to cast off, after asking Their master to release the ropes & Crew start to release the lines, their 2nd Officer came on deck and ask their crew do not cast off the ropes with unprofessional behavior while our vessels was in dangerous situation. finally our Master decided to call B.Abbas office & DPA and after head office contact wt her master their Ch.Officer came on deck and ask their crew to release our lines.</p>	Master emphasized as per SAFETY PROCEDURE MANUAL (Code of Discipline) the proper conduct of all personnel at every level is paramount importance and plays a major part in enhancing the regulation of the company and also the Master is to set an example , maintaining a high standard of discipline throughout the ship, combining firmness with courtesy	

FLEET CASUALTIES

VESSEL'S NAME	SM	COMPANY	DATE	VOYAGE NUMBER	PLACE	NAME OF MASTER	CODE	Category	BRIEF DESCRIPTION	CARE GORY	Reported MD
BAVAND	2	SAPID	25/6/2021	S6-2347	BABBAS	capt.F.RABIE	6.2	1			
AYSAN	1	SAPID	28/6/2021	S4-2623	KOSICHANG	CAPT.ALIREZA KARIMI	6.2	1	ON 28.06.2021 WHILE VESSEL WAS AT KOSICHANG ANCHORAGE AT1400 LTWHILE DISCHARGING OPERATION IN PROGRESS DUE TO MISHANDLING & BADOOPERATION OF CRANE OPERATOR CRANE NO.3 BROKEN ABOUT ONE METER OFFPORT SIDE STANCHION OF PILOT ACCESS AREA.	LSC	
AYSAN	1	SAPID	28/6/2021	S4-2623	KOSICHANG	capt.ALIREZA .KARIMI	6.3	2	on 28.06.2021 while vessel was at kosichang at 1400 Lt .while discharging operation in progress due to mishandling & BAD .operation of crane operator crane no.3broken about one meter of port side stanchion of pilot access area.	LSC	
BAVAND	2	SAPID	28/6/2021	S6-2347	BABBAS	CAPT.F.RABIE	13.8	1	On 25.06.2021 at b.abbas port at jetty no.32, prior unberthing during low water tidal stream,un fortunately stbd side accommodation ladder touch the fender, partly damaged and twisted.Some stiffeners dented and partly broken.as follows;angle bar ; 126cmx2 dented ----- 130cmx2 dented----130cmx2 dented/worn60cmx1 dented/detached.(Abdolreza taja-PC NO: 345223-capacity;bosun)	SI	
OURA	2	SAPID	01/7/2021	S6-2343	AT SEA	CAPT.A.MIRABI	13.7	1	DURING LASHING OF OIL DRUM ON DECK, FITTER USED ONE WOODEN HANDLE TO TIGHT THE LASHING ROPE. DUE TO ROLLING OF VESSEL. SUDDENLY HE LOST HIS STANDING ON DECK FOR SHORT TIME & WOODEN HANDLE STROKE HIS BROW & MAKING SMALL SORE. (MR.B.MALEKIM / PC.NO:OK8872 / FITTER)	SI	
OURA	2	SAPID	01/7/2021	S6-2343	AT SEA (ARABIAN SEA)		13.8	1	DURING LASHING OF OIL DRUM ON DECK, FITTER USED ONE WOODEN HANDLE TO TIGHT THE LASHING ROPE. DUE TO ROLLING OF VESSEL. SUDDENLY HE LOST HIS STANDING ON DECK FOR SHORT TIME & WOODEN HANDLE STROKE HIS BROW & MAKING SMALL SORE.(BAHMAN MALEKIM.-PCNO:ok8872)	SI	
MIAMI PRIDE	2	SAPID	02/7/2021	S6-2340	AT SEA	CAPT. O.SORUCHAN	6.1	3	THE SPLIT AIR CONDITIONER TOTALLY DESTROEYED	LSC	
BATIS	2	SAPID	03/7/2021	S6-2346	KHOWRE FAKHAN OPL	capt. M.HASSANSHAHI	1.0	2	during dship to ship operation at 0225 for recoving F.O in khowre fakhhan OPL anchorage M.T AUSTIN III (bunker vessel) damaged the hand rails, DB NO 1&2 air vent and void apace NO1&2 no port side.	SC	
MIAMI PRIDE	2	SAPID	05/7/2021	S6-2340	AT SEA	CAPT. O.SORUCHAN	6.2	1	the transformer 440V to 220V to lighting in forecastle and 1st and 2nd cranes was in water. after cleaning and check we found short circuit and low insulation in transformer. after inspection we found melted metal it's pieces of transformer's wiring. transfomer full damage.	LSC	
PARISAN	2	SAPID	08/7/2021	S6-2334	ZHENJIANG	CAPT.M.KHAJEHGIRI	6.3	2	STBD SIDE RAILING BEND AND BROKEN/1ST DAMAGE AT 08-07-2021 ON 2120 LT/2ND DAMAGE AT 09-07-2021 ON 2230 LT	LSC	
PARISAN	2	SAPID	09/7/2021	S6-2334	ZHENJIANG	capt.M.KHAJEHGIRI	6.3	2	STBD SIDE RAILING BEND AND BROKEN1ST DAMAGE AT 08-07-2021 ON 2120 LT2ND DAMAGE AT 09-07-2021 ON 2230 LT	LSC	
MIAMI PRIDE	2	SAPID	12/7/2021	S6-2340	AT SEA	CAPT. O.SORUCHAN	6.1	3	Was damaged fuel oil cam on camshaft for cylinder No1 AE No1.	LSC	
PARSHAD	2	SAPID	12/7/2021	S6-2335	BANDAR ABBAS	capt.YURIY MOROZOV	6.3	2	ON 12.07.2021 @ 19:00 HRSGRAB NO.1 BOTTOM LIPS PLATE TENDED AND BROKEN.	LSC	
PARSHAD	2	SAPID	12/7/2021	S6-2335	BANDAR ABBAS	CAPT. YURIY MOROZOV	6.3	2	ON 12.07.2021 @ 19:00 HRS/GRAB NO.1 BOTTOM LIPS PLATE TENDED AND BROKEN.	LSC	
ARIES	3	SAPID	13/7/2021	S6-2336	IMBITUBA (BRASIL)	capt.A.DEGHAN.B	6.3	2	The middle platform of the vertical access ladder at level of 12 MTR , on the forward bulkhead of Hold No.2 , has been departed from the welded base completely , & tt's supports & platesare deformed & fractured .Plate platform thickness : 10mm - Plate width :95mm - Plate lenth : (one 112 cm , one 98.5 cm),stanchion dia :60mm - stanchion length :30cm x4pcs & 95 cm x 2pcsAs the level of cargo inside the Hold is the same as the damaged part , probable furtherextend of damage will be updated as the level of cargo goes down .	LSC	
ARIES	3	SAPID	13/7/2021	S6-2336	IMBITUBA (BRASIL)	CAPT.A.DEGHAN.B	13.7	1	The middle platform of the vertical access ladder at level of 12 MTR , on the forward bulkhead of Hold No.2 , has been departed from the welded base completely , & tt's supports & platesare deformed & fractured .Plate platform thickness : 10mm - Plate width :95mm - Plate lenth : (one 112 cm , one 98.5 cm),stanchion dia :60mm - stanchion length :30cm x4pcs & 95 cm x 2pcsAs the level of cargo inside the Hold is the same as the damaged part , probable furtherextend of damage will be updated as the level of cargo goes down .(hassan boushehri-PC NO: 345789-capacity:FITTER)	SI	
ALVAN	1	SAPID	18/7/2021	ODD-1027	XIONYA SHIPYARD	CAPT.M.ROUZKHOSH	13.8	1	On 11.07.2021 while vessel shifting from jetty to dock at FWD station the above mentioned crew instructed to open the winch brake to slack the rope, at this time due to hurry up by him, his left foot twisted and he couldnt do his job at FWD station any more so he was released for further checking. (MR.A.TAVAKOLI / PC.NO: OK1143 / AB)	SI	

FLEET CASUALTIES

BAHJAT	2	SAPID	21/7/2021	s6-2337	DAFENG (CHINA)	Capt.CH.BARZEGARI	6.3	2	Kindly note on 21.07.2021 at DAFENG port, during cargo discharging (iron ore pellets fine), bilge cover discharging gangMaterial and dimension of bilge cover:-steel plate 22 mm ,dimension 80 x 80 cm with 80 pcs of 10 mm hole on it	LSC
BAHJAT	2	SAPID	21/7/2021	s6-2337	DAFENG (CHINA)	Capt.CH.BARZEGARI	6.3	2	Kindly note on 21.07.2021 at DAFENG port, during cargo discharging (iron ore pellets fine), bilge coverport side cargo hold no.5 taken out by garb with cargo (bilge cover missing) ,due to negligence of discharging gangMaterial and dimension of bilge cover:-steel plate 22 mm ,dimension 80 x 80 cm with 80 pcs of 10 mm hole on it	LSC
NESHAT	1	SAPID	21/7/2021	S4-2625	AT SEA	CAPT.Y.YERYOMOV	13.8	1	Low back pain began suddenly While he was lifting and moving the ammunition boxes. The pain is worse when standing or sitting. (MR.S.BAKHSHI / PC.NO:GU9643 / SG)	SI
ARTIN	3	SAPID	21/7/2021	ODD-0016	LONGSHAN SHIPYARD	Capt.M.Nouri	13.8	1	On 2021-07-21 at 11:30 at longshan shipyard, Chief officer & 3rd officer entred to cargo hold no.1 for inspection of the DB Tank's manholes. Chief officer had instructed to foreman of the sand blast team on deck to stop their sand blasting job till they complete their inspection & come out of the cargo hold but unfortunately when 3rd officer was almost near to top of the cargo hold booby hatch to leave the cargo hold, the sand blasting team suddenly opened the high pressure air valve to blow down the dust from the same cargo hold entrance without any notification / warning to 3rd officer which caused him to feel serious pain on his right ear.(SEYED HABIB BARAKATI- PC NO:145294)	SI
ARTIN	3	SAPID	22/7/2021	ODD-0016	LONGSHAN SHIPYARD	CAPT.M.NOURI	13.7	2	On 2021-07-21 at 11:30 at longshan shipyard, Chief officer & 3rd officer entred to cargo hold no.1 for inspection of the DB Tank's manholes. Chief officer had instructed to foreman of the sand blast team on deck to stop their sand blasting job till they complete their inspection & come out of the cargo hold but unfortunately when 3rd officer was almost near to top of the cargo hold booby hatch to leave the cargo hold, the sand blasting team suddenly opened the high pressure air valve to blow down the dust from the same cargo hold entrance without any notification / warning to 3rd officer which caused him to feel serious pain on his right ear. (MR.S.H.BARAI / PC.NO: 145294 / 3RD.OFF)	SI
NESHAT	1	SAPID	22/7/2021	S4-2625	B.ABBAS TO BEIRA	CAPT.Y.YERYOMOV	13.7	1	Low back pain began suddenly While he was lifting and moving the ammunition boxes. The pain is worse when standing or sitting.(SAJAD BAKHSHI- PC NO:GU9643)	SI
BASKAR	2	SAPID	01/8/2021	S6-2351	B.ABBAS	CAPT.MAHDI SOLEIMANI	13.7	1	ON DATE 05/09/2021 WHILE VESSEL TO PORT B.ABBAS. AS PER MEDICAL PERSONEL MED REPORT BY 2ND 05/08/2021 CAL IN MEHDI DASTOORI - ASK ASSISTANSE FROM 2ND OFF PAIN FINGER,WAS SEND TO DOCTOR. (MEHDI DASTOORI)	SI
MIAMI PRIDE	2	SAPID	03/8/2021	S6-2340	CAOFEIDIAN / CHINA	CAPT. O.SORUCHAN	6.3	2	ON 2021.08.03 UPON COMPLETION OF DISCHARGE OPERATION IT HAS BEEN OBSERVED BY DUTY OFFICER DURING HIS FINAL INSPECTION IN CARGO HOLDS THAT SOME PART OF HATCH COAMING & HOPPER TANKS IN ALL CARGO HOLDS HEAVILY SCRATCHED DUE TO MISHANDLING OF SHORE CRANES OPERATOR. TOTAL AREA WHICH HEAVILY SCRATCHED/DAMAGED ABOUT 100 M2. THE STEVEDORE COMPANY IS RESPONSIBLE FOR SUCH / ABOVE MENTION DAMAGE.	LSC
CLAVEL	4	SAPID	03/8/2021	S7-0238-C80	B.ABBAS PORT	CAPT.M.GOHARDEHI	13.8	1	WHILE HE WAS WORKING IN ENGINE ROOM, WELL DRESSED WITH SAFETY GEARS AND BUSY FOR RELOCATION AND SECURING OF TOOLS WITH HELP OF E/R OVERHEAD CRANE, SUDDENLY HIS RING FINGER PRESSED BY CRANE HOOK AND SUFFERED MINOR INJURIES & CONTUSION WITH ENTANGLING FINGER NAIL. (MR.K.HELATAT / PC.NO: 173610 / 2ND.ENGR)	SI
MIAMI PRIDE	2	SAPID	05/8/2021	S6-2340	AT SEA	CAPT. O.SORUCHAN	6.1	3	El. motor for F/O/ Circulating pump No1 damaged. Insulation resistance for all phases equal to 0 MΩ. After start the motor, overload relay cutting off the power. need to replace or rewinding el. motor. type: TIT-132M; out: 5,5 kW; volt: 440V; freq: 60Hz; cur: 11A; speed: 1150 min.	LSC
GOLSAN	1	SAPID	06/8/2021	S4-2624	B.ABBAS	capt.YURIY.YERYOMOV	6.3	2	DURING LOADING STEEL COIL IN HOLD No.1 DUE TO BAD HANDLING CRANE No.1WIRE DAMAGED (ONE STRAND IS TORNED APART ABOUT 1.5m) WIRE NEED TO BECHANGED.	LSC
TERMEH	3	SAPID	11/8/2021	ODD-0017	PERSIA HORMUZ FLOATING DOCK B.A	CAPT.M.SERESHTI	6.4	2	on date 11.aug.2021 about 15:00hrs iran time,Despite of several instruction , that no equipments should be attended.opened With out present of incharge officers/engrs, But once again ,the persia hormuz staff Was trying to open the v/v of speed log transducer.with out informing any of ship staff in engine room ,which cause Damage the transducerATTACHED SNAP SHOTS RELATED TO TRANSDUCER ON SHIPS EMAIL NO 00/0575 DTD 11.08.2021vessel raised the indent V-21-2921-144-E for mention damage.	LSC
CLAYTON II	6	SAPID	13/8/2021	LAY-0025	DARGAHAN	A.Atami	13.7	1	DURING LANDING OF LIFE RAFTS, AS HE WAS TRYING TO MOVE ONE OF LIFE RAFTS WITH HELP OF OTHER CREW, SUDDENLY HE FELT PAIN IN HIS BACK & COULDN'T STAND.(Mr habib vasfi /pc number :ok9663/AB)	SI

FLEET CASUALTIES

B+A83:K83EHD OKHT	2	SAPID	14/8/2021	s1-0164	B.I.K		13.7	1	While the vessel (M.V BEHDOKHT) un-berthing from B.I.K port. foreward station perssonel tried to made fast lug's rope by messenger line , during heaving up lug's rope by messenger rope on drum of winch suddenly messenger rope tom and it thrown toward the O.S and this caused to messenger rope hit to his feet and fell him into the deck and his elbow injured.(yaser karamolahi- PC NO:ok1426)	SI
AVANG	2	SAPID	16/8/2021	S6-2355	Zhenjiang	Capt. S. D. KHAMESI	6.3	2	During the course of discharging 16.08.2021 @02:30, observed that the crane drivers are notoperating the cranes in normal way and damaged to the ship's railing ,stanchions on the.starboard side hold No.2 (length: four meters) and to the ship's railing ,stanchions and air vent on the starboard side of hold No4 (length: 4 meters).	LSC
AYSAN	1	SAPID	17/8/2021	S4-2629	B.ABBAS	CAPT.A.R.KARIMI	6.3	2	ON 17.08.2021 AT 2300 HRS LT WHILE VESSEL WAS IN B.ABBAS PORT DURING LOADING STELL COIL IN # 4 IT OBSERVEDBY SHIP STAFF(CHIEF OFFICER & DUTY OFFICER) ONE PCS OF DAMAGED STEEL COIL LOADED IN # 4 WHICH IS BADLY EDGE DAMAGE , TELESCOPIC AND BROKEN /MISSED STRAP..	LSC
ARSHAM	1	SAPID	18/8/2021	S6-2364	FANGCHENG	Capt.Y.KROTENKO	6.3	2	Kindly note during loading of caro inside hold.No.05 on 18.08.2021 at 09:45 Lt, due to mishandlingof shore crane operator and impact of shore grab to trakway, a part of drain channel plate barbroke and deformed for about 15 cm.	LSC
BASKAR	2	SAPID	19/8/2021	S6-2366	B.ABBAS		13.7	1	ON DATE 2021.08.19 WHILE VESSEL TO PORT B.ABBAS. WHILE HE WAS PUTTING THE JACKET OF THE DOOR IN ITS OWN PLACE HIS FINGER REMAINED BETWEEN THE DOOR DUE TO HIGH PRESSURE BEHIND THE DOOR.(MOHAMMAD BEJELLI-PC NO:346543)	SI
KIAZAND	2	SAPID	24/8/2021	S6-2357	B.ABBAS	CAPT.M.H.ESHRAHGI	6.3	2	WHILE DISCHARGING OF COKING COAL FROM HOLD NO.3 BY SHIP'S CRANE AND SHORE GRAB DUE TO IMPROPER CRANEOPERATION AND MISHANDLING OF STEVEDORE CRANE OPERATOR, GARAB TUCH THE HATCH COVERWHICH CAUSE DAMEGE TO DRAIN ANGLR BARE AROUND 5 M ON HATCH COVER..	LSC
PARSHAD	2	SAPID	25/8/2021	S6-2358	B.ABBAS/DAFENG	Capt. YURIY MOROZOV	13.7	4	on date 23.08.2021 during cleaning and washing of the main deck while vessel was at sea suddenly vessel rolling slightly, the A,B while holding the hose hits the edge of the hatch coaming due to sudden shock accured by the rolling and he feels pain in the back of spin, so difficulty to resumed his duty. Hereby request to visit and chek by special physician.	SI
AMINA	3	SAPID	28/8/2021	S6-2381	B.ABBAS	CAPT SAMAN SAFABAKHSH	13.7	1	On 28.08.2021 chipping of B deck was in progress with hydro blast machine. Appropriate P.P.E were used and review of risk assessment was carried out.At 10:50 Bosun informed ch.off that unfortunately jet of high pressure water cause damage to Mr.ADEL MOLLAEI POLI capacity AB left foot (deep wound on intermediate bone of left bridge)	SI
KIAZAND	2	SAPID	06/9/2021	S6-2371	E47416160	Capt.MOHAMMADHOSSEIN ESHRAHGI	13.5	1	ON 06.09.2021 at 0100 hr pilot asking from master required port side combination ladder then 2nd.off in pilot station reported to bridge that light is not working then 3rd/off informed engine room then elecnc/off 3 MOSTAFA TAJ BAKHSH SOLTANI came to repaire the pilot station light after compelling the job between 0130-0200 While v/l unberted from b.abbas berth to b.abbas anchorage , he left the pilot station.at 1345-search and rescue operation carried out in accomodation and qaround deck then CH/OFF on inspecting the hold no.5 observed some boby lying on inside hold no.5,1346 b.abbas radio contacted to kiayazand v/l ch.06 co-operate with naji-12 imidiately contacted done 1418 -naji-12 starboard side alongside.1419-two searh & rescue crew from naji-12 o/b entered hold no.5 1423-team came out after checking the body verbally dectleared dead 1431-b.abbas radio contact to m/v kiazand that beacuse of death leagel formalities arranging with agent and daryabani staff ,and also give agent tel.no to the daryabani staff 1550-daryabani staff o/b & to faciliate try the trasfer of (MOSTAFA TAJ BAKHSH.PC.No:175366)	VSC
PARISAN	2	SAPID	07/9/2021	S6-2365	BIK / IRAN	CAPT.M.KHAJEHGIRI	6.3	2	ON 07-09-2021 AT 1600 HRS.DURING DISCHARGING OF MDF BUNDLE BY SHIP'S CRANE AND SHORECRANE OPERATOR ,RAILING OF STBD ACCOMMODATION LADDER BROKEN.	LSC
DALIA	4	SAPID	09/9/2021	S7-0240-D94	BANDAR ABBAS	CAPT. A. DANAEI K	13.8	1	During generator overhauling in the engine room, the mentioned person (Mr. Mehrdad Siahjamsi) suddenly dveloped muscle cramps in his lower back, and as a result, he became immobile and felt severe backache.(EHRDAD SIAHJAMSI;pc.no:OK9364)	SI
DELRUBA	3	SAPID	12/9/2021	S6-2353	SAO FRANCISCO	CAPT. S. MAMKIN	6.3	2	On date 12.09.2021 at 11:30 during discharging cargo from hold no 1 due to mishandling ofshore crane operator, hatch coaming has been buckled / dented and holed on the fore middlestarboard section between frames no.234 & 235 in an area of 20 x 20 centimeters.	LSC
ARTARIA	3	SAPID	12/9/2021	S6-2377	Tuticorin - India	Capt.Igor Usovych	6.3	2	It has been observed that whilst the wessel was loading in Tuticoron port The grab no.3 removable platingdamaged by crane's operator and the other side of the grab the same plate missed out.	LSC
WARTA	2	SAPID	12/9/2021	S6-2388	BOSUN	Borys Soltanovsky	13.7	1	ON:2021/08/23 AT:2200 WHILE VSL PROCEEDING TO PORT FOR BERTHING WHEN HIM AND TWO OTHERS CREW TRIED TO TAKE AFT TUG LINE HIM FELT PAIN ON BACK. DURING TWO DAYS BOSUN NOT INFORM ABOUT HIS PAIN.	SI
PARISAN	2	SAPID	09/12/2021	S6-2365	BIK PORT	capt.SH.AZIZOV	13.7	1	on 12-09-2021 at 0830 during mooring operation,right hand of above crew hittd by the handle of port mooring winch. finger broken with sever pain(Ebrahim imani shamir-PC no:ok2365-AB)	SI