

TO ALL FLEET VESSEL

Ref: DMA-SAPID/IAFI01/99/C1109

Date: 2020.06.17

In The Name Of God

Dear Captain

Good Day,

Attached please find the " Fleet near misses & Casualties 1ST. quarter 1399" ;

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.

Accident Investigation And Fleet Inspection

Department Of Maritime Affairs

Sapid Shipping Co.

[Tel:+98-21-2610 0357](tel:+98-21-2610 0357)

[Fax:+98-21-2610 0356](tel:+98-21-2610 0356)

[Direct Tel:+98-21-2384 3543](tel:+98-21-2384 3543)

PL'S REPLY TO; dma@sapidshpg.com

cso@sapidshpg.com



SAFIRAN PAYAM DARYA
(SAPID SHIPPING Co.)

NEAR MISS reports for 1390-91(Negligence)

Vessel	SM	COMPANY	Date Occurred	Date Report Received	Place	Master	Brief Description	Recommendation by Vessel	Validity	Category
ARTMAN	2	SAPID	10/3/2020	10/3/2020	HAZIRA ANCH.	J.POOR MAHDI	At 05:15 On 2020.03.10,While The V/L Heave Up Her Port Anchor ,While Seven Shackle Was On Deck ,Ch.Officer Reported The Bridge , Anchor Sighted On The Six Shackle And Twist 3 Orbit On The Anchor Shank And Anchor Body, With Any Movment(Head And Astern) It Was Not Cleared.		Y	Neg
AREIS	3	SAPID	20/3/2020	21/3/2020	B.ABBAS ANCH.	M.GIHARDEHI	The assistant cook got an electric shock When he was cooking the food on the galley hotplate.as he wore shoes and standed on the non conductive mat the current could not discharge via his body and no injury happened to him fortunatly. the officer of watch was informed,thereafter master presented in the galley and he instructed to CH/ENG and ETO to disconnect the hotplate from electrical power and rectify the electrical leakage as soon as the hotplates become cold. It was discovered that the electric shock was due to an insulation fault and burning/melting of over heated cable shoes.	technical inspection of the electrical equipments should be done at intervals,to discover the various factors that can cause this type of problems	Y	Neg
AMINA	3	SAPID	21/3/2020	21/3/2020	BIK BERTH NO.14	I.TOOSI	On 21.03.2020 During discharging operation at BIK berth NO. 14 one of stevedore stand on hatch cover side rail of hatch no .7 (p) without appropriate PPE which might cause risk of falling down to main deck or inside the hold	safety representative instructed to check all safety aspect befor commencement and during any operation . Offender stevedore briefed and warned. foreman briefed and warned.	Y	Neg
NESHAT	1	SAPID	22/3/2020	22/3/2020	BIK ANCH.		on 2020/03/22 at 1304 hrs , while VSL was departing from BIK port toward inner anchorage for dropping anchor and during this maneuver engine rpm suddenly reduced to zero from D.S.AHEAD to S.AHEAD and dangerous situation developed pilot that was onboard request tug assistance from port control . after 14 minutes engine failure rectified and tug casted off ,vessel proceeding her way . The situation was caused due to fuel pressure drop .	As the engine not respond master asked ch/eng to rectify this issue. The case will be discussed at next safety committee meeting.	Y	Neg
AVANG	2	SAPID	25/3/2020	25/3/2020	Bushehr Anch.	A. Armandei	On 25.03.2020 at 14:30hrs, While vessel was at Bushehr Anchorage , during Maintenance of Grab (painting) , one of crew observed that from the bridge by duty officer without safety helmet & safety belt. Job was stopped immediately , crew member was briefed and instructed to use PPE .	use of proper personal equipment at all the times during working hrs.	Y	Neg
ARSHAM	2	SAPID	27/3/2020	28/3/2020	SOUTH SRILANKA	S.PIRNAZAR	On 27.03.2020 at 1400 hrs ELC/OFF3 found changing navigation light bulb on main mast without wearing safety harness . Duty officer told him to come down and warned him not to change navigation light bulb without wearing safety harness . After wearing proper PPE he went to main mast for changing navigation light bulb .	Head of department shall instruct and monitor the job being carried out.	Y	Neg
HAMGAM	3	SAPID	28/3/2020	28/3/2020	B.ABBAS ANCH.	H.SOLEIMANIRAD	While hold preparation for next loading, at the time of closing hatch covers, the main hyd. pipe broken & oil spilled on deck & made the surface slippery. Bridge immediately informed, hydraulic. Pump shut off, SOPEP equipments utilized & crew engaged in cleaning & collection of oil. Fortunately, scuppers were plugged in and spill was contained onboard. Broken pipe repaired by ETO & no incident occurred.	Maintenance of hyd. pipes to be made at regular intervals by anti corrosive grease tape. -To discuss in the next consolidated meeting.	Y	MB
ARTARIA	3	SAPID	29/3/2020	29/3/2020	BAY OF BANGAL	M.ASADI	During Safety Quarterly Inspection by safety officer in Engine Room area, found all engine staff didn't have use the safety helmet while engaged on routine job.So The cause of incident was due to wearing the ear muff that is not possible to wear both of them together.	The safety helmets may be designed for different purposes. A helmet designed to provide protection from objects falling above,may not be suitable for protecting seafarers in engine room areas. Thus, it may be necessary to carry different types of helmets specially helmets with ear muff attached together for using in engine room. Such jobs should be supervised by a responsible engineer and with consideration of all required safety measures.	Y	Neg

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TOUR 2	6	SAPID	03/3/2020	01/4/2020	B.ABBAS ANCH.	G.ZAYTANI	during daily safety round , safety officer observe that, stbd side mid ship hose handling crane ,hydraulic system leaking,	Daily round and check any sign of leakage specially before and during d	Y	MB
TOUR 2	6	SAPID	03/3/2020	01/4/2020	B.ABBAS ANCH.	G.ZAYTANI	While vessel at B.ABBAS OPL Anchorage, Due to lack of garbage delivery facility to shore at anchorage area, garbage accumulated on assigned area over the capacity of garbage bins. And subsequently increase hazard of pollution and distributing dieses and malodor.	Considering next port of call facilities well in advance, and by supervision of choff study all crew to segregate of garbage categories and try to reduce garbage production by all crew member.	Y	Other
TOUR 2	6	SAPID	11/3/2020	01/4/2020	PERSIAN GULF	G.ZAYTANI	While vessel underway in Persian gulf, fire alarm raised, due to one of the crew smoking in his cabin, causing emission of smoke by paper on his trash bin and consequently smoke detector activated and fire alarm raised.	Fire /explosion drill carried out, master demonstrates all crew, prohibition of smoking in bed.	Y	Neg
TOUR 2	6	SAPID	11/3/2020	01/4/2020	PERSIAN GULF	G.ZAYTANI	During monthly check and inspection of Fire detection and public addressor system, it has been noticed that one of cabin smoke detector has been broken, and one of cabin public addressor speaker has been covered.	Importance of viewing safety of personnel and ship demonstrated to all crew, and warning notice given to all crew in breaching SMS rules and regulations.	Y	Neg
TOUR 2	6	SAPID	13/3/2020	01/4/2020	PERSIAN GULF	G.ZAYTANI	During un-berthing SIRI island, aft station fire wire folded due to untidy ranging, causing seizing of wrapping drum and stop turning during operation.	Considering AP code and review risk assessment before conducting operation.	Y	Neg
CASPIA	6	SAPID	01/4/2020	01/4/2020	ASALUYEH	H.GOLESTANI	ON 01.04.2020 @ 22:30 HRS LT WHILE DISCHARGING CARGO "BNZ " AT ASSALUYEH PORT JETTY TTPC-5 ,DECK WATCH MAN REPORT AN ABNORMAL INCREASE OF MANIFOLD PRESSURE TO CCR , DUTY OFFICER STOP THE CARGO PUMP WITHOUT HESITATE TO AVOID DAMAGE TO CARGO HOSE OR LINES AND POSSIBLE POLLUTION AND THEN CALLED TERMINAL ON VHF TO SEEK THE REASON , TERMINAL LOADING MASTER CLAIMED THAT THEY ARE NOT IN THE PICTURE AND SHORE TANK LOADING VALVE MAY BE CLOSED BY TANK STATION . OPERATION CEASED TILL CONFIRMATION TAKEN FROM SHORE TANK SIDE TO RECTIFY THEIR PROBLEM , THEREAFTER OPERATION RESUMED WITH MAXIMUM VIGILANCE . MANIFOLD PRESSURE AND HOSE CONNECTION ATTENDED AT ALL TIMES .	TERMINAL REMINDED BY POINTING OUT TERMS OF SHIP TO SHORE SAFETY CHECKLIST . AGREED MANIFOLD PRESSURE MUST NEVER BE EXCEEDED ONE OF DECK WATCH KEEPER IS ALWAYS STAND BY AT MANIFOLD TO MONITOR MANIFOLD PRESSUR AND HOSE CONNECTION .	Y	Other
DARYABAR	3	SAPID	24/3/2020	04/4/2020	B.ABBAS ANCH.	H.SOLEIMANIRAD	DURING RCVING OF FIRE EXTINGUSHERS TO BOAT FROM ANNUAL SERVICING, ROTTEN AND IMPROPER CARGO NET SUPPLIED AND USED BY BOAT.SO OPERATION STOPPED AND CARGO NET CHANGED.A BLANKET USED INSIDE CARGO NET TO PREVENT FALLING OF EXTINGUSHERS FOR MORE SAFE OPERATION.		Y	Neg
JAIRAN	1	SAPID	04/4/2020	04/4/2020	B.ABBAS ANCH.	M.YAGHOUBI	ON 04.04.2020 @13:45 DUTY OFFICER OBSERVED ELEC/OFF1 & ELECT/OFF3 WORKING ON TOP OF THE CARNE NO.3 MAST WITHOUT SAFETY HARNESS AND MEANS OF COMMUNICATION (W/T). IMMEDIATELY INFORM THEM, ASK TO WEAR SAFETY HARNESS AND PREPARE MEANS OF COMMUNICATIONS WITH BRIDGHE & BEFORE DOING ANY JOB AT THE HEIGHT INFORM DUTY OFFICER / SAFETY OFFICER AND SIGN RELEVANT PERMIT .		Y	Neg
CASPIA	6	SAPID	06/4/2020	06/4/2020	KHAWR MUSA ANCH.	H.GOLESTANI	ON 06.04.2020A AT 10:30 HRS L.T WHILE GENERAL EMERGENCY ALARM RAISED BY SHIP'S MASTER IN THE BRIDGE TO CARRY OUT ROUTINE FIRE \ EXPLOSION AND ABANDON SHIP DRILL,SOME OF CREW MEMBERS ATTENDED TO THE MUSTER STATION WITH DELAY AND SOME OF THEM WITHOUT PROPER PERSONAL PROTECTIVE EQUIPMENT. CH/OFF REPORTED THIS NEGLIGENCE TO THE EMERGENCY COMMOND CENTER AND ORDERED CREW TO WEAR THEIR PPE AND NEVER ATTEND DRILL WITH DELAY.	THE IMPORTANCE OF SAFETY DRILLS AND WEARING PERSONAL PROTECTIVE EQUIPMENT ON BOARD SHIPS , SPECIALLY CHEMICAL TANKERS EXPLAINED AND EMPHASIZED BY CH/OFF AS SAFETY OFFICER CREW REMINDED TO CARE ABOUT IMPORTANCE GENERAL EMERGENCY ALARM AND NEVER BE LATE TO ATTEND MUSTER STATION AS THE ALARM MAY BE RAISED FOR REAL EMERGENCY SITUATION	Y	Neg
BATIS	2	SAPID	01/4/2020	07/4/2020	KAKINADA PORT	R.TOHIDLOO	On 01/04/2020 while v/l unberthing to kakinada port, One of deck crew member working on the gangway without wearing safety harness and safety helmet . ch/officer immediately stopped the work and ordered him to wear safety harness and safety helmet to carry out his duty.	1-All crew and officer should use protective gears during work with no any excuse & negligent. 2- Responsible person should check the safety matters before commencement of any job. 3- All ship staff should pay sufficient attention to safety . 4-Code of safe working practice to be more recommended and trained .	Y	Neg

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BATIS	2	SAPID	04/4/2020	07/4/2020	BAY OF BENGAL	R.TOHLIDLOO	WHILE STEWARD WAS MOPPING UP THE STAIRWAYS HE SUDDENLY SLIPPED OFF THE STAIRS AN FELL DOWN TO THE REST POSITION OF THE STAIR WAY BUT FORTUNATELY THIS INCIDENT DOS NOT MADE ANY MAJOR INJURY TO THE STEWARD THE ONLY THING THAT HAPPENED WAS HITTING HIS RIGHT KNEE TO THE HAND RAILS OF THE STAIR WAY AND MAKING LITTLE SWELLEN AREA AROUND THE KNEE.	ALWAYS IT SHOULD BE BORE IN MIND THAT BEFORE COMMENCING ANY WORK YOU SHOULD WEAR SAFETY CLOTHING.IN THIS CASE IF THE STEWARD WAS WEARING SAFETY SHOES THEN THIS INCIDENT WOULD NOT HAPPENED TO HIM AND HE WONT SLIPPED OFF THE STAIRS.	Y	Neg
ALVAN	1	SAPID	07/4/2020	07/4/2020	09 16.20 N 096 47.20 E	M.N.Shahrbabak	It has been observed that during safety rounds in engine room , the assistant ecletrician was replacing the power lams in emergency steering room alone at 3 meters height , without safety harness & safety helmet.	His task stopped , adequate information regarding his task in safe condition given him.	Y	Neg
MAHNAM	3	SAPID	08/4/2020	08/4/2020	B.ABBAS ANCH.	H.BAHRAMIAN	On 08.04.2020 at 09:30 , During chipping of guard rails in aft poop deck by chipping hammer	Personal Protective Equipment must be properly checked before starting any jobs. - Proper supervision of the job by responsible officer and representative person. - Crew to be well briefed regarding safe operation on board and warn them about improper risk assessment follow up , safety check list & safety instructions.	Y	Neg
NEGAR	1	SAPID	04/4/2020	10/4/2020	BIK	S.M. MANSOORIAN.	WHILE THE V/L WAS AT B.I.K PORT FOR LOADING / DISCARGING CONTAINER, DUYTY OFFICER FIGER OUT GANTRY CRANE OPERATOR DOING HIS JOB UNSAFLY AND PASSING GANTRY CRANE SPREADER SO CLOSE TO HATCH COAMING.DUTY OFFICER IMMEDIATELY INFORMED FORMAN AND AT THE SAME TIME CH.OFF.	CH/OFF ASK GANTRY CRANE SUPERVISOR TO DOING THE DISCHARGING AND LOADING IN SAFE MANNER.	Y	Other
PARSHAD	2	SAPID	10/4/2020	10/4/2020	B.ABBAS ANCH.	F.MOHAMMAD NIA	While VSL safely anchored at B.ABBAS Anchorage for next commercial employment, master decided to heave up PORT anchor (for routine maintenance of windlasses) & soon after let go STBD anchor as a normal practice, during heaving port anchor windlass power lost for a few minutes and cause to call electronic officer to rectify the same, root cause performed.	procedure for safe operation addressing such an items to be checked well in-advanced, and if facing such a situation, ELEC/OFF must be informed to carry out the maintenance as well as routine check of mooring winch/windlass to do the job safely.	Y	Neg
CLAVEL	6	SAPID	09/4/2020	11/4/2020	B.ABBAS ANCH.	B. OLEKSANDR	DURING MONTHLY INSPECTION OF FIRE FIGHTING EQUIPMENT BY THIRD OFFICER FOUND ONE OF FIRE HOSES SLIP TOGETHER OPEN FIRE HOSE & RECOIL AGAIN.(CHANGE DIRECTION OF ALL HOSE IN 90 DEGREE)	ALL DECK CREW COLLECTED AND INFORM THE CONDITION OF FIRE HOSE AND THE CONSEQUENCE IN CASE OF EMMERGENCY.	Y	Neg
JAIRAN	1	SAPID	11/4/2020	11/4/2020	B.ABBAS ANCH.	M.YAGHOUBI	ON 11.04.2020 @ 13:15 DUTY OFFICER OBSERVED DECK STAFF WORKING ON LIFE BOAT GRIBES AND WIRES WITHOUT SAFETY HELMET AND SAFETY HARNESS. IMMEDIATELY STOP THE JOB.	REPRESENTATIVE PERSON INFORMED AND BRIEFED THAT WORKING AREA ALWAYS SHOULD BE MONITORED BY HIM AND FORCED SHIP STAFF USE SAFETY WEAR AND PROTECTION AT ALL TIME DURING DAILY JOBS.	Y	Neg
DALIA	6	SAPID	08/4/2020	12/4/2020	LAVAN	Ali Barkhordar	While vessel Stbd side alongside at berth no -2, Lavan Port. After completion connection of loading arm,leak test was carried out as a normal tanker ship operation . During leak test, vessel observed minor air leaking at manifold connection and informed terminal to rectify . When jetty personnel were on board , vessel showed them the leaking area , jetty personnel started tightening the leaking connection bolts in spite of repeatedly warning by ship's crew that line was under pressure and as a result suddenly air started leaking with pressure from the connection and indirectly hit the shore person who was attending the job . And fortunately no accident took place . Immediately pressure was released and bolts of connection re -tightened safely with no air leakage.	Prior opening any leaking connection, zero pressure in line to be verified by pressure gauge and re-verify zero pressure by slowly opening the drain valve to full open position.	Y	MB
ARTMAN	2	SAPID	12/4/2020	12/4/2020	B.ABBAS ANCH.	J.POOR MAHDI	ON 2020.04.12 , 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 .	CREW SHOULD BE AWARE OF THE POSSIBILITY OF POWER EXPLOSION IN CASE OF USE SUCH DEFECTIVE RECEPTACLE.	Y	Neg
BEHSHAD	1	SAPID	13/4/2020	13/4/2020	B.ABBAS ANCH.	K.DELJOO	While vessel was at anchor; wind speed squall to 45 knots , meanwhile OOW observed that one of ship's crew heading back toward accommodation throw edge of hatch coming instead of using safe passage on main deck .	1- Risk assessment should be reviewed and followed . 2- Ship's crew shall use the safe passage on board at all times .	Y	Neg
ROSHAK	2	SAPID	13/4/2020	14/4/2020	KAKINADA PORT	Y.DERIS	During cargo operation at KAKINADA port Elec.off and his Assis tried to fix and repair cable stabilizer of grab at hight without using proper safety harness. Operation of cable repairing stopped and consequently safety officer notified.	Stressed by safety officer that issuing permit to work required when working at hight (aloft) and also risk assessment to be reviewed.	Y	MB
BAVAND	2	SAPID	13/4/2020	15/4/2020	B.ABBAS ANCH.	M.SHEIKHI	ON DATE 13-04-2020 during discharging UREA @ B.ABBAS, observed that holding bracket of "elect wire reel" of crane no#4 tilted; immediately stop the cargo discharging operation and informed cheif officer and master for further action; the crane was parked in her position for more inspection & found that said holding bracket is deeply cracked & is going to be detached!	1- as far as practicable, all cargo gear to be inspected & supervised during operation. 2-This will be discussed in next safety committee meeting for the safety awareness of the crew member .	Y	MB

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BASKAR	2	SAPID	17/4/2020	17/4/2020	PARADIP ANCH.	M.MOTAELI	On 2020.04.17 at 05:10 LT while vessel was at paradip anchorage informed by deck watchman that suspected smoke arising from port side engine room sky light . chief officer immediately called duty engineer to check that area. after investigation found that some oily rags inside a drum going to fire fortunately by immediate action of duty engineer fire not happened and source of fire removed from area (engine room workshop)	this case shall be review in next safety meeting. this case and prevention action must be review and fully explain all crew on board in next fire and explosion drill and make sure all crew understanding fire element. all ENG STAFF must be make sure limited all source/element of fire in engine room. duty engineer during take round in eng/rm shall be check all space and observed safety precuation	Y	Neg
BASKAR	2	SAPID	17/4/2020	17/4/2020	PARADIP ANCH.	M.MOTAELI	At 13:50 LT the 2nd officer was on duty and monitored deck activity suddenly find out carpenter worked on gangway that position it was over board of deck without wear /use safety and protective equipment such as safety harness . Therefore 2nd officer stop activity and inform master , bosun immediately so then following master order they came to bridge. The master to consider the different aspects of situation explained to him danger of act may be happened and how we could to reach minimum risk of act by observed risk assessment before any similar activity that in result they fully understood of matter . Considered mention above the master given verbal warning to him .	this case will discuss in next safety meeting this case and pervention action will be explain to all officer and crew onboard the head department shall be make sure personnel under their command fully familiar with PPE. bosun is a safety representative also he should be maintaine safety round while deck staff working in several place and make sure they observed safety percuation accordingly AP code.	Y	Neg
PARSHAD	2	SAPID	02/4/2020	19/4/2020	B.ABBAS ANCH.	F.MOHAMMADNIA	After completion of Discharging operation at B .ABBAS port, C/O checked the status of cargo gear for any defect or abnormality condition. he has found that, crane's jib securing cap screw (crane No.1 & 3) in the way of the place where connected to main body by 4 bolts, one of them missing . investigation carried out and nominated crew check the others crane for such a defect , unfortunately the broken bolt got stuck inside.	Regular checking & routine maintenance of Cargo gears onboard such a vessels plays a paramount role technically & commercially, to avoid any accident/ incident and undue delay for any commercial employment of the vessel, specially prior any cargo operation to take proper action well inadvanced.	Y	MB
DELNAVAZ	2	SAPID	18/4/2020	20/4/2020	AT SEA	M.R.MORADKHANI	during making B.B.Q galley boy left the fire unattended .	warning given to the responsible persons -fire must allways attendedduring making B.B.Q -proper training given in this reqard -use and keep standby of proper fire extinguishing equipment while making B.B.Q -emphasized to comply with requirement of AP code and risk assessment	Y	Neg
AYSAN	1	SAPID	22/3/2020	21/4/2020	B.ABBAS ANCH.	M.SEYEDI	On 22.03.2020 @ 1430 LT, while vessel was in anchorage . Duty officer observed ETO (MR.HAMED TAJEDDINI PC: 175867) on fwd main mast without any safety gear while no one Informed in bridge. Immediately, duty officer informed the master . Master quickly notify him to stop operation and with full particular caution coming down from fwd main mast.	just after occurrence of near miss mater held an safety meeting with presence of all crew on board and discuss the matter with them and try to enhance their safety awareness, also try to off load their mental pressure due to pandemic of COVID -19 and showed helpful guidelines received from our respectful DMA in this respect and give each one a copy of essential in formations .	Y	Neg
KIAZAND	2	SAPID	27/3/2020	21/4/2020	BIK	M.NOURI	On 2020.03.27 at 13:18 LT. duty engineer received tank level alarm of bilge holding tank. he immediately attended to the E/R and found that B.H.T level is raising abnormally. He informed 2nd eng & Ch. eng . They attended there and investigated the case and found that B.H.T bottom plate underneath of sounding pipe holed and seawater is ingressing in to the B.H.T.	Thickness measurement of ship's hull & bottom plates to be done at dry Dock. Stacker plate underneath of tank sounding pipes to be checked during the tank inspection & renewed if required.	Y	MB
GANJ	3	SAPID	28/3/2020	21/4/2020	B.ABBAS ANCH.	M.REZAEI	While vessel was receiving the provision store safety officer observed that A.B touched the received boxes with bare hands.	due to spread of corona virus and the possibility for contagion on board ships personnel are demanded to act at utmost care, and follow the strict proposed procedure by company. -More frequent training meetings shall be held onboard.	Y	Neg
NEGAR	1	SAPID	01/4/2020	21/4/2020	B.ABBAS	S.M. MANSOORIAN.	During routine test of Exhaust gas boiler safety valve easing gear, the forward safety valve testing handle wire parted.	The wires to be well maintained by greasing at regular interval and inspected more frequently.	Y	Other
ABBA	1	SAPID	02/4/2020	21/4/2020	B.ABBAS ANCH.	A.KARIMI	ON 2020.04.02 DURING SAFETY ROUND OBSERVED THAT WELDER LEFT HIS WELDING MACHINE POWERED ON WITHOUT ANY ATTENTION IN AREA OF HIS JOB AND WENT TO THE CREW MESS ROOM FOR COFFEE TIME. HE WARNED AND ASKED HIM TO COLLECT HIS EQUIPMENT AND MAKE SURE THAT IT'S POWER KEPT OFF POSITION, BEFORE LEAVING HIS JOB.	HE WAS TRAINING HOW TO DO THE JOB IN CORRECT MANNER.	Y	Neg

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OURA	2	SAPID	04/4/2020	21/4/2020	B.ABBAS ANCH.	A.ZEIDABADI	On 04.04.2019 at 08:45 Hrs in B.ABBAS (OPL) anchorage, while ship's crew engaged hatch cleaning. Chief officer observe that one of crew was cleaning the hatch cover track way & staying on top of track way without using safety harness which could result in falling down from height of about 20 mtrs to cargo hold. Therefore as a preventing action, operation was stopped immediately & the job continued after sufficient notice/training was given & proper PPE worn.	Prior any operation on board, all potential risks & risk factors should be analyzed & consequently minimized to tolerable range, then permit to work can be given with close supervision by concerned officer & safety representative. more safety drills and safety training class should be held at intervals. Explained to all crew,use proper safety gear at all the time during the work on board. Adequate safety protective gears to be always used & safety precautions to be strictly observed.	Y	Neg
DELRUBA	3	SAPID	05/4/2020	21/4/2020	B.ABBAS ANCH.	B.BAHARMAST	ON 19.04.2020 WHILE VESSEL AT B.ABBAS OPL ANCHORAGE AND ENGAGE BUNKERING WITH MT.ATELA 2 UPON COMPLETION OF STS OPERATION DECK CREW WERE INSTRUCTED TO CAST OFF THE TANKER ATEELA 2. AT THIS TIME DUTY OFFICER SAW THAT ONE OF DECK CREW ATTENDING FOR ROPS WITHOUT HELMET AND GLOVES. SO HE WARNED IMMEDIATELY AND OPERATION CEASED UNTIL ALL CREW WORE PPE.	CONTINUOUS MONITORING BY SAFETY OFFICERS AND REPRESENTATIVE MUST BE TAKEN. ALL NEW JOINING CREW MUST TRAINED WELL BEFORE AND DURING CONTRACT.	Y	Neg
MENAN	6	SAPID	12/4/2020	21/4/2020	DARGAHAN ANCH.	M.NAGHIPOUR	When vessel was at dargahan anchorage, 2nd. Cook reported to the bridge that chief cook toe is burn by dropping few drops of hot oil. Quickly 2nd.officer attended in galley and first washed his toe by fresh water and investigation carried out while chief cook was frying the fish some of the hot oil fell down from the fry pan and as the chief cook was not wearing shoes the hot oil burnt his toe.	they have to bear in their mind that at all time and in any operation, present with adequate safety gear and not using slipper in galley area.	Y	Neg
ABBA	1	SAPID	12/4/2020	21/4/2020	B.ABBAS ANCH.	A.KARIMI	On 2020.04.12 at 1330 hrs observed fitter working with portable grinding machine without safety cover around grinder.	advise engine crew to consider safety at all the time when they working, specially in engine room area, with any machinery. posted a note to consider safety at first, during working.	Y	Neg
DELNAVAZ	2	SAPID	13/4/2020	21/4/2020	AT SEA		during hatch cleaning process it has been observed that crew were walking on hatch coaming hold no .5	crew been briefed about risk of falling from top of coaming	Y	Neg
AREIS	3	SAPID	13/4/2020	21/4/2020	B.ABBAS ANCH.	M.Gohardehi	around 2 pm the wind speed raised upto 30 knots and master ordered to secure stbd gangway because of any further rolling. it has been observed that, in such a strong wind nobody wears neither safety harness nor life jacket (the person who was on the gangway). duty officer stopped operation and summons bosun and crew, warned them about safety and consequences not following the procedures. and after wearing full gear crew resumed securing gangway.	Chief officer warned bosun that, it should not be happend again and always shall use proper gear even when there was new task during doing another operation.	Y	Neg
GANJ	3	SAPID	14/4/2020	21/4/2020	B.ABBAS ANCH.	M.REZAEI	While bunker barge was alongside, before fastening the ropes, master observed that the crews are not passing the lines from designated leads.	Before the STS operation the crew shall be well familiar with the operation to reduce the possibility of damages.	Y	Neg
KIAZAND	2	SAPID	15/4/2020	21/4/2020	KAKINADA PORT	M.NOURI	On 2020.04.15 @ 14:00 Lt while the ship was under cargo operation at Kakinada port, duty officer observed that the hook stabilizer wire has been fouled in the sheave of block and caused damage to the runner wire of crane No. 2.	Rigging arrangement & Condition of cranes & stabilizer wires to be checked by responsible officer / crew before commencement of cargo operation also at proper intervals during the operation. Cargo operation to be continuously monitored & proper cargo watch to be maintained by duty officer & crew. Stevodore foreman & all crane operators to be well briefed regarding proper operation of cranes before commencement of operation.	Y	Neg
DELICE	6	SAPID	15/4/2020	21/4/2020	B.ABBAS ANCH.	K.S.RENGA RAJU	WHILE FIRE/SAFETY PATROL WAS CARRYING OUT FOUND COOKING HOT PLATE LEFT SWITCH ON IN THE GALLEY	COOK-1 BRIEFED AND CONFIRMED THE STRICT COMPLIANCE IN FUTURE Code of safe working practice explained. Perior leaving galley to check the proper securing of hot plate / stores / fridge.	Y	Neg
BEHDOKHT	2	SAPID	16/4/2020	21/4/2020	AT SEA	M.Khajehgiri	while working near aux.eng no.3 in order to change the old lub oil from sump and all crankcase doors were opened for further inspection & cleaning, so many oily rags left improperly around the generator which lead to floor become very sleepy in which there was a chance of collapsing of people working in area	More supervision shall be carried out by responsible officer and competent person. Engine staff shall be familiar with location nominated for collecting oily rags in E/R Promote the safe attitude of engine staff for enharent hazard of accumulated oily rags.	Y	Neg

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BEHDOKHT	2	SAPID	17/4/2020	21/4/2020	AT SEA	M.Khajehgiri	On 2020.04.17 at 11:00 hrs while the deck crew were engaged to washing hatches and hatch covers ; Two crew member one being an O.S were washing the hatch covers from different angles and therefore had to change the location of fire hose and the nozzle connection repeatedly. at their last attempt while the hydrant was shut and the AB was reconnecting the nozzle head , the O.S -without confirming with AB- suddenly opened the fire hydrant and line became pressurized and the nozzle head in the hands of AB disconnected by a huge jerk and flung out and hit the hatch coaming . Fortunately the nozzle did not hit the A.B and nobody was injured.	In cases such as deck or hold washing the crew must have proper co-operation and communication. Also taking full precautions in operating high pressure valves such as hydrants is necessary.	Y	Neg
ABBA	1	SAPID	18/4/2020	21/4/2020	B.ABBAS ANCH.	A.KARIMI	DURING DAY WORK OPERATION ON 2020.04.18 ,MASTER OBSERVED CARPENTER IS SITTING ON HATCH COVER CORNER IN DANGEROUS AREA.	TRAINED & ADVISED CREW TO CONSIDER SAFETY BEFORE DOING ANY JOB.	Y	Neg
AREZOO	1	SAPID	19/4/2020	21/4/2020	DARGAHAN ANCH.	M.SHABANIAN	ON 2020/04/19 AT 19:00 HRS VESSEL WAS AT DARGAHAN ANCHORAGE FOUND OUT THAT THE OIL LEAKED FROM LUB. OIL BARREL.THE OIL DISTRIBUTED ON THE SURFACE OF PORTSIDE OF CRANE NO.1 BECAUSE OF RAIN BECAME FULLY SLIPPERY.	STOWED BARREL LOCATION SHOULD CLEAN AND DRY FROM ANY TRACE OF OIL.	Y	MB
AREIS	3	SAPID	19/4/2020	21/4/2020	B.ABBAS ANCH.	M.Gohardehi	vessel at b.abbas anchorage crew were informed that be ready to receive provision(sunday). on arrival of provision boat crew attempt to prepare crane and net as well; but it has been observed that, some of them did not use proper gear such as helmet or safety shoes. at the beginning all crew being stopped by duty officer because of safety matters to wear safety gear.	bosun summoned .briefed by chief officer at no circumstances do not forget to use PPE specially in routine jobs.	Y	Neg
PARISAN	2	SAPID	20/4/2020	21/4/2020	B.ABBAS ANCH.	A.M.DEHGhani	When the one of the crew was engage de-scaling by hydro water ballast machine on the main deck, port side of hold No.2, the direction of water gun become to his left foot. The high pressure water cause the boot shred and one of his finger slightly injured.	PPE to be observe and follow by all ship's crew to avoid and minimized injury. - Same will discuss in next committee meeting.	Y	Neg
PARISAN	2	SAPID	20/4/2020	21/4/2020	B.ABBAS ANCH.	A.M.DEHGhani	When the one of the crew was engage de-scaling by hydro water ballast machine on the main deck, port side of hold No.2, the direction of water gun become to his left foot. The high pressure water cause the boot shred and one of his finger slightly injured.	PPE to be observe and follow by all ship's crew to avoid and minimized injury. Same will discuss in next committee meeting.	Y	Neg
TERMEH	3	SAPID	20/4/2020	21/4/2020	B.ABBAS ANCH.	M.ESFANDIARI	Whilst vessel at B. ABBAS ANCHORAGE , on above mentioned date , During safety inspection by 2nd officer from main deck area , its observed that one of deck crew was assigned with derusting job on main deck , did not wearing safety goggles . it could cause very serious accident to him .	PERSONAL PROTECTIVE EQUIPMENT PERTAINING TO THE JOB TO BE USED BY ALLSEAFARERS INVOLVED DURING IMMEDIATE INVOLVEMENT . DUTY OFFICER AND DUTY ENGINEER ARE TO BE INFORMED FOR RELEVANT RELATED LOCATIONS OF SUCH JOBS . SUCH JOBS ARE TO BE SUPERVISED BY A RESPONSIBLE OFFICER AT REGULAR INTERVALS FOR SAFETY CHECKS. - EXPLAINING THE SAFETY REGULATION TO THE CREW AND BRIEFING THEM FOR THE HAZARDOUS EXISTS IN THE SURROUNDINGS WHICH MAY PUT THEM IN A GREAT DANGER .	Y	Neg
MAHNAM	3	SAPID	21/4/2020	21/4/2020	B.ABBAS ANCH.	A.BONCHEH	ON 21.04.2020 WHILST VSL WAS AT B. ABBAS OPL ANCHORAGE AT 11:00 HRS, DURING DAILY ROUTINE ROUND ON MAIN DECK BY CHIEF OFF, HE OBSERVED THAT ONE THE CREW MEMBERS IS ENGAGED ON CHIPPING WITHOUT SAFETY GOGGLES.SO HE IMMEDIATELY STOPPED THE JOB AND ASKED HIM TO USE PPE AS SOON AS POSSIBLE.	AS PER SHIP'S MANUAL PART 1 SECTION 3, THE PERSON PERFORMING THE TASK IS WEARING AND/OR USING THE APPROPRIATE PROTECTIVE CLOTHING AND EQUIPMENT. ANY PERSON WHO MAY BE REQUIRED TO WEAR OR USE PROTECTIVE CLOTHING EQUIPMENT BE PROPERLY TRAINED OR INSTRUCTED IN ITS USE AND ADVISED OF ANY LIMITATIONS OF THE CLOTHING OR EQUIPMENT. AP CODE CONTENT MUST BE FOLLOWED BY ALL CREW MEMBERS.	Y	Neg
GOLAFRUZ	3	SAPID	21/4/2020	21/4/2020	B.ABBAS ANCH.	M.KHOSHI	On 21.04.2020 at 14:45 LT While lifeboat's work shop was working on lifeboat 's winch by using of scaffolds,observed the workshop didn't wear safety harness while working aloft,despite of providing safety harness and safety explanation for himself .	more regular supervision to be carried out during hazardous activities and more emphasis to be made when workshop are attending to the ship about safety procedures. In case of lack of P.P.E by workshop , ship staff should provide required equipment & tools to ensure workshop safety & safety of ship as per working aloft (permit to work) checklist.	Y	Neg

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ARDAVAN	2	SAPID	21/4/2020	23/4/2020	LAEMCHABANG	S.D.KHAMESI	During berthing operation in Laemchabang Port, while passing headlines in FWD mooring station, mooring crew were using a car to pull mooring ropes from water onto the jetty. This practice resulted in passing mooring ropes behind fenders along the way. Despite warning given to mooring crew by duty officer, they would not pay any attention and requested the ship crew to heave the mooring ropes and free the ropes from the fenders by this way. One of the mooring ropes got stuck behind one of fenders which if not noticed earlier by duty officer and stopped heaving, either mooring rope would had been torn or fender had been broken.	Communication should be made with the Bridge in case of any problem with mooring crew. In this case Master will relay the problem to pilot onboard and pilot will advise mooring crew to do the job properly.	Y	Other
CASPIA	6	SAPID	21/4/2020	23/4/2020	BIK	H.GOLESTANI	ON 21.04.2020 WHILE VESSEL WAS DISCHARGING "PX" AT BIK PORT , JETTY TTPC -P4 @ 01:00 HRS ,MINOR LEAKAGE OF CARGO REPORTED BY DECK WATCH KEEPER FROM CARGO DISCHARGING ARM ON THE JETTY SIDE , THIS LEAKA		Y	MB
ABBA	1	SAPID	23/4/2020	23/4/2020	DARGAHAN ANCH.	A.KARIMI	on date 2020.04.23 at 15:30 observed cadet try to handle chemical for boiler water treatment without protective gear .	1) advise and well train to all cadet and engineer to use protective gear and read chemicals safety data sheet before using any chemicals .2) provided safety data sheet and all protective gear in chemical store .3) provide first aid in control room to use in case of emergency	Y	Neg
PARSHAN	1	SAPID	24/4/2020	24/4/2020	B.ABBAS ANCH.	R.HAFEZI	During routine inspection of gas cutting equipment's it had been found that one cutting torch which is available to the welder is not equipped with flame arrestor , the aforesaid equipment removed and isolated from welding box and banned to use and sufficient training made to welder in order to follow the accident prevention code precisely .	All task should be conducted having due regard to AP code and restrict safety aspect should be followed during any operation .	Y	Neg
PARSHAN	1	SAPID	24/4/2020	24/4/2020	B.ABBAS ANCH.	R.HAFEZI	During routine inspection of gas cutting equipment's it had been found that one cutting torch which is available to the welder is not equipped with flame arrestor , the aforesaid equipment removed and isolated from welding box and banned to use and sufficient training made to welder in order to follow the accident prevention code precisely .	All task should be conducted having due regard to AP code and restrict safety aspect should be followed during any operation .	Y	Neg
MAHNAM	3	SAPID	26/4/2020	26/4/2020	B.ABBAS ANCH.	A.BONCHEH	ON 26.04.2020 WHILST VSL WAS AT B.ABBAS OPL ANCHORAGE @ 0935 HRS. WHEN CH.OFFICER WAS CONDUCTING SAFETY ROUND ON MAIN DECK, NOTICED THAT ONE OF ENGINE SIDE MEMBERS ENTERED PAINT STORE JUST AFTER OPENING IT'S DOOR, SO CH.OFFICER STOPPED HIM.	ALL CREW MEMBERS SHALL BE NOTED THAT PAINT STORE IS A CONFINED SPACE AND PROPER VENTILATION IS REQUIRED BEFORE ENRETING. PROPER SAFETY WARNS SHALL BE POSTED AT PLACE. ENGINE CREW SHALL NOTIFY DUTY OFFICER OR BOSUN BEFORE ENTERING PAINT STORE.	Y	Neg
ABBA	1	SAPID	29/4/2020	29/4/2020	DARGAHAN ANCH.	A.KARIMI	On date 2020.04.29 at 13:30 oiler was entering to dock keel for cleaning without ventelation.	1) advise personel to avoid entre into inclose space without permission of duty engineer . 2) isuing permit to work and proper ventilation before entry to any inclose space and during work inside inclose space . 3) using safe protective gear	Y	Neg
DARYABAR	3	SAPID	14/4/2020	30/4/2020	ASALUYEH	E.Khojasteh nejad	During the cargo operation duty officer found carpenter checking the cargo quantity from top of hatch cover. Immediately called him and instruct to safe operation.	Duty officer called him down from hatch cover and instruct him to safe instruction.	Y	Neg
DARYABAR	3	SAPID	16/4/2020	30/4/2020	AT SEA	E.Khojasteh nejad	at 0930' Ch/off seen that, carpenter is working above the fwd mooring winch without safety harness. He called him down and ceased his dangerous job .	Ch/off notified him, he should not be working above winches without safety equipment.	Y	Neg
ABBA	1	SAPID	18/4/2020	30/4/2020	B.ABBAS ANCH.	A.KARIMI	During day work operation on 2020.04.18 master observed carpenter is sitting on hatch cover in dangerous area.	Trained & advised crew to consider safety before doing any job.	Y	Neg
ABBA	1	SAPID	30/4/2020	30/4/2020	DARGAHAN ANCH.	A.KARIMI	On date 2020.04.30 at 15:30 3rd engineer try to change air condition compressor belt when compressor was stop , without made electrical panel on off position .	1) posted safety procedure, how deal with electrical motor or compressor before any job. 2) put electical panel off position and remove fuses befeor start any job on compressor or electrical motor 3) make sure compressor is completely stopped .	Y	Neg
MAHNAM	3	SAPID	01/5/2020	01/5/2020	B.ABBAS ANCH.	A.BONCHEH	ON 01.05.2020 WHILE THE VESSEL WAS AT B.ABBAS ANCHORAGE, 2ND OFFICER REALIZED THAT ONE OF GALLEY MEMBERS SMOKING INSIDE THE GALLEY WHERE SMOKING IS PROHIBITED AS PER ISM & HOT TEMPERATURE COOKING OIL MAKES A GREAT RISK OF FIRE IN THE GALLEY. HE IMMEDIATELY ORDERED TO PUT OUT THE CIGARETTE AND REMOVE ANY SOURCE OF FIRE FROM THE HOT TEMPERATURE COOKING OIL.	-AS PER SHIP'S MANUAL PART 1 SECTION 2, IT IS EXPRESS FORBIDDEN FOR ANY PERSONNEL TO SMOKING IN THE GALLEY, SO ALL CREW MEMBERS SHALL BE WELL TRAINED AND FAMILIAR WITH ISM MANUALS.	Y	Neg

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ARVIN	3	SAPID	01/5/2020	01/5/2020	B.ABBAS ANCH.	M.ROUZHOSH	ON 01.05.2020 AT 11:30 HRS LT , While vessel was at bandar abbas anchorage , during safety round ch/off observed some engine chemical which marked & labled as a dangerous good & some A/C gas bottle left on poop deck below the direct sunshine and found the mentioned items were very hot and risk of fire and explosion exist therefore at this time ch/off as a safety officer informed duty engineer to attend and store the items in proper location .	When the vessel recive store and spare , even while the vessel at anchorage all items should be store and secure in proper location , specially DG items.	Y	Neg
ARVIN	3	SAPID	01/5/2020	01/5/2020	B.ABBAC ANCH.	M.ROUZHOSH	ON 01.05.2020 AT 11:30 HRS LT , While vessel was at bandar abbas anchorage , during safety round ch/off observed some engine chemical which marked & labled as a dangerous good & some A/C gas bottle left on poop deck below the direct sunshine and found the mentioned items were very hot and risk of fire and explosion exist therefore at this time ch/off as a safety officer informed duty engineer to attend and store the items in proper location .	When the vessel recive store and spare , even while the vessel at anchorage all items should be store and secure in proper location , specially DG items.	Y	Neg
JAIRAN	1	SAPID	02/5/2020	02/5/2020	KANDLA ANCH.	M.YAGHOUBI	ON 02.05.2020 WHILE VESSEL WAS AT ANCHOR IN KANDLA . DUTY OFFICER OBSERVED DECK STAFF OPEN HATCH COVER NO. 5 PORT SIDE AND WORK ON IT. WIND SPEED ABOUT 20 KNOT AND SEA CONDITION WAS MODERATE WHICH CAUSE ROLLING AND YAWING ONE OF DECK STAFF WALKING ON COAMING WHILE HATCH COVR REMOVED.	ALL DECK STAFF GATHERED AND INFORMED ABOUT RISKS OF OPERATING DECK GEARS AND RISK OF FALLING DOWN WHEN WALKING ON COAMING.	Y	Neg
ABBA	1	SAPID	02/5/2020	02/5/2020	B.ABBAS ANCH.	A.KARIMI	ON 2020.05.02 WHILE V/L STAY IN DARGAHAN ANCHORAGE MASTER FOUND IN AFT POOP DECK SOME GARBAGE BAGS DONT SEPARATED FROM EACH OTHER..AND SOME REGARDING GARBAGE RESTRICTIONS AGAINST POLLUTION SUCH THESE CARELESS ACTIONS COULD LEAD TO SEVERE PENALTIES.	ALL CREW MUST FOLLOW GARBAGE DISPOSAL SYSTEM AS IT DESCRIBED BY 2ND/OFF IN DRILLS AND POSTED IN SEVERAL PART OF ACCOMODATION.	Y	Neg
MAHNAM	3	SAPID	01/5/2020	02/5/2020	B.ABBAS ANCH.	A.BONCHEH	N 01.05.2020 WHILE THE VESSEL WAS AT B .ABBAS ANCHORAGE , 2ND OFFICER REALIZED THAT ONE OF GALLEY MEMBERS SMOKING INSIDE THE GALLEY WHERE SMOKING IS PROHIBITED AS PER ISM & HOT TEMPERATURE COOKING OIL MAKES A GREAT RISK OF FIRE IN THE GALLEY . HE IMMEDIATELY ORDERED TO PUT OUT THE CIGARETTE AND REMOVE ANY SOURCE OF FIRE FROM THE HOT TEMPERATURE COOKING OIL.	AS PER SHIP'S MANUAL PART 1 SECTION 2, IT IS EXPRESS FORBIDDEN FOR ANY PERSONNEL TO SMOKING IN THE GALLEY, SO ALL CREW MEMBERS SHALL BE WELL TRAINED AND FAMILIAR WITH ISM MANUALS.-SAFETY SIGNS AND IMO SAFETY SYMBOLS TO BE POSTED INSIDE THE GALLEY FOR "NO SMOKING " .	Y	Neg
PARSHAD	2	SAPID	03/5/2020	03/5/2020	B.ABBAS ANCH.	F.MOHAMMAD NIA	while vessel at B.ABBAS Commercial Anchorage and Awaiting for next instruction, Due to strong wind & probable chance of any dragging anchor, duty officer was trying to make call duty engineer from bridge(as per Master standing order to take an efficient in ample time), but he has found that duty engineer not replying his cabin phone unfortunately .	In such a case,Duty engineer should inform Bridge the place where he decided to go other than his cabin,for any situation which may be required by the case.	Y	Neg
JAIRAN	1	SAPID	02/5/2020	03/5/2020	KANDLA ANCH.	M.YAGHOUBI	ON 02.05.2020 WHILE VESSEL WAS AT KANDLA ANCHORAGE. DUTY OFFICER OBSERVED DECK STAFF OPEN HATCH COVER NO.5 PORT SIDE AND WORK ON IT. WIND SPEED ABOUT 20 KNOT AND SEA CONDITION WAS MODERATE , WHICH CAUSE ROLLING AND YAWING. ONE OF DECK STAFF WALKING ON COAMING FROM AFT PART TO FWD OF CARGO HOLD WHILE HATCH COVR OPENED.	ALL DECK STAFF GATHERED AND INFORMED ABOUT RISKS OF OPERATING DECK GEARS AND RISK OF FALLING DOWN WHEN WALKING ON COAMING.	Y	Neg
ABBA	1	SAPID	04/5/2020	04/5/2020	B.ABBAS ANCH.	A.KARIMI	ON 2020.05.09 @ 1135 HRS DURING ROUTINE MAINTENANCE ON DECK THE WOODEN HANDLE OF THE CHIPPING HAMMER BROKE AND THE HAMMERHEAD NEARLY MISSED HITTING THE FACE OF THE CREWMEMBER WHO WAS USING THE HAMMER.	ALL STAFF ADVISED TO CHECK ALL EQUIPMENT BEFORE PUTTING IT TO USE.	Y	Neg
BATIS	2	SAPID	05/4/2020	05/5/2020	B.ABBAS ANCH.	R.TOHIDLOO	AT 1100 HRS In the B.ABBAS Anchorage , During safety round, the chief officer observed assist electrical officer working on Forward mast without using proper safety belt / harness.	1- Permit to work and Risk assessment to be done by competent / responsible officer for each and every hazardous activities on board . 2- SPM and AP CODE must be read / understand and executed .	Y	Neg
BEHDOKHT	2	SAPID	04/5/2020	04/5/2020	B.ABBAS ANCH.	M.KHAJEHGIRI	During cleaning of engine spare sea chest filter by Oiler, he tried to clean the filter by hand brush in which some small particles of oil and debris splash to his face.	1/ instruct him to use personal safety gears and goggles . 2/ Crew must be encourage to follow personal safety procedures and punishment & warning to be issued to who is not interested to follow instruction and repated for second time. 3/ Crew engaged in job shall be familiar with potential risk .	Y	Neg
BEHDOKHT	2	SAPID	04/5/2020	04/5/2020	B.ABBAS ANCH.	M.KHAJEHGIRI	While vessel was at B .Abbas anchorage observe that carpenter during working on crane no.3 slewing gear out of crane cabin not using safe guard and safety harness .	1/Working aloft procedures and related risk assesment must be consider according to safety procedures manual.and same must be monitor during the job . 2/ For those crew which not intersted safety aspect , warning notice to be tendered by head of department .	Y	Neg

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MAHNAM	3	SAPID	10/5/2020	10/5/2020	B.ABBAS ANCH.	A.BONCHEH	ON 12.05.2020 WHILST VESSEL WAS AT B.ABBAS ANCHORAGE @ 11:00 HRS DURING CHIPPING ON MAIN DECK, CH.OFF OBSERVED THAT ONE OF SHIP STAFF IS WORKING WITH CHIPPING MACHIN USED TO CHANGE BROKEN PIN WITHOUT USING APPROPRIATE SAFETY GLOVES. THE JOB STOPPED IMMEDIATELY AND AFTER WARNING CREW REGARDING POTENTIAL HAZARDS OF NOT USING APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT FOR EACH WORK, THE JOB CONTINUED IN A SAFE MANNER.	AS PER SHIP'S MANUAL PART 1 SECTION 3, THE PERSON PERFORMING THE JOB MUST WEAR THE APPROPRIATE PROTECTIVE CLOTHING AND EQUIPMENT INCLUDING SAFETY GLOVES. - ANY PERSON WHO MAY BE REQUIRED TO WEAR OR USE PROTECTIVE CLOTHING EQUIPMENT BE PROPERLY TRAINED OR INSTRUCTED IN ITS USE AND ADVISED OF ANY LIMITATIONS OF THE CLOTHING OR EQUIPMENT.	Y	Neg
DELNAVAZ	2	SAPID	13/5/2020	13/5/2020	B.ABBAS ANCH.	M.R.MORADKHANI	On 13.05.2020 at 0815 chief officer attend to monkey island to inspect the chipping and painting jobs in progress. upon that chief officer reached monkey island it been observed that one of the crew is doing chipping on the mast and the height is more than 2.0m but no safety harness is used, The engaged member of crew immediately ordered to cease the job and continue it only after proper use of safety harness.	As safety officer's representative bosun asked to make sure if any job is required to be done in height of more than 2.0m , the engaged member is aware of working aloft rules and preventing procedure.	Y	Neg
BASKAR	2	SAPID	06/5/2020	06/5/2020	PARADIP ANCH./INDIA	M.MOTAEI	On 06.05.2020 at 14:00 lt. during vessel stay at paradip anchorage/ india duty officer got fire alarm from zone 7 which this zone designated upper deck. The officer of watch send bosun to there for check out and further information . When he reach there reported found smoke due to burned of electrical device . also immediately called electronic officer for disconnected power supply and then after disconnect opened alleyway door for ventilation area. The mention device was battery charger that elec /off put life bout battery on charge by device. As per investigation find out the device while charge battery due to past high voltage the coil transformer burned and raised smoke causes activated smoke detection sensor. Fortunately with took appropriate action in ample time except The charger was corrupt,all thing else in good condition.	always check all fire alarm zone shall be ON. shall be checked regularly electrical charger during in work. note and post when charger start and determine how long take time for completed charge device.	Y	MB
PARSHAN	1	SAPID	06/5/2020	06/5/2020	B.ABBAS ANCH.	A.M.DEHGhani	When the one of the crew was engage washing port wing by sea water, the water spray directly on electrical plug, subject to electric shock him.	Before commencement of any job all hazard to be observe and Risk assessment to be follow. Same will discuss in next committee meeting.	Y	Neg
MAHNAM	3	SAPID	06/5/2020	06/5/2020	B.ABBAS ANCH.	A.BONCHEH	ON 06.05.2020 WHILST VESSEL WAS AT B.ABBAS ANCHORAGE AT 14:05 HRS, DUTY OFFICER OBSERVED THAT ONE OF DECK CREW IS ENGAGED ON WASHING OF BRIDGE WINDOWS FROM OUTSIDE WITHOUT USING APPROPRIATE SAFETY HARNESS.THE JOB STOPPED IMMEDIATELY & AFTER BRIEFING OF HIM REGARDING POTENTIAL HAZARDS OF WORKING ALOFT & USING SAFETY HARNESS, THE JOB CONTINUED IN A SAFE MANNER UNDER CLOSE SUPERVISION OF DUTY OFFICER ACCORDING TO THE RELATED RISK ASSESSMENT.	AS PER 18 MANUAL PART 1 SECTION 3, THE PERSON PERFORMING THE TASK MUST WEAR AND/OR USE THE APPROPRIATE PROTECTIVE CLOTHING AND EQUIPMENT.ANY PERSON WHO MAY BE REQUIRED TO WEAR OR USE PROTECTIVE CLOTHING EQUIPMENT BE PROPERLY TRAINED OR INSTRUCTED IN ITS USE AND ADVISED OF ANY LIMITATIONS OF THE CLOTHING OR EQUIPMENT.AP CODE CONTENT MUST BE FOLLOWED BY ALL CREW MEMBERS.	Y	Neg
PARSHAD	2	SAPID	07/5/2020	07/5/2020	B.ABBAS ANCH.	F.MOHAMMAD NIA	After serving dinner, SALN Seaman attended for cleaning job, as normal routine & daily cleaning of galley, he was using cleaning agent such as cleanser, bleach, detergent powder. but mix-up caused difficulty of breathing and unfortunately he has found unconsciousness.	Cleaning & use of cleaning agent must be carried out with due care to prevent any abnormal condition, And risk of inhalation of toxic vapour must be considered.	Y	Neg
ELYANA	1	SAPID	09/5/2020	10/5/2020	KO SI CHANG ANCH.	F.MOHAMMAD NIA	on 09.05.2020 1600 LT master and duty officer realize that a barge loosed her maneuvering and drifting with current in KO SI CHANG anchorage, after assessing the situation by master it is understood that barge is coming close to the ship and distance decreasing and there is possible danger of collision between vessel and barge, immediatley SIRACHA VTS notified by master, videos of not under command barge recorded by duty officer, anchor party ordered to be std by on forward station and engine made std by. fortunately barge cleared the vessel's stern with CPA of 50-60m.	master ordered duty officers to keep sharp look out and sharp anchor watch, and call SIRACHA VTS and himself in case observing any not under command barge in KO SI CHANG anchorage.	Y	Neg

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ARSHAM	2	SAPID	10/5/2020	10/5/2020	B.I.K JETTY	O.MOKHTARI	On 08.05.2020 at 1300 hrs while discharging urea in B.I.K port, no 3 crane anti-twist wire(stabilizer wire) suddenly disconnected from hook block and whole wire went into sea. The bulldog grip become loose and wire slipped from bulldog grip . The wire was taken back from sea bed by using hook and was connected again to same crane hook block.	Old bulldog grips were remove and new bulldog grips were used. Staff was instructed to watch regularly the condition of bulldog grips	Y	Neg
ROSHAK	2	SAPID	12/5/2020	12/5/2020	B.ABBAS ANCH.	Y.DERIS	On 12.05.2020 @ 00:50 hrs/lt while vessel at B. abbas OPL anchorage, suddenly fire alarm raised from zone number 5 (galley), duty officer quikly send the watch man for investigating the area, meanwhile cook1 come and open the galley door noticed one of Electronical switch box engaged in fire, informed to bridge fire occurred . Master ordered to disconnected all electronical devices in galley area and attacked to fire by proper FFE.Immediately assistance electronical officer disconnected electronical devices and one of expert crew member attacked to fire by proper fire extinguisher in place but unfortunately 2 number of fire extinguishers in galley not worked, fire raised and involved the cover of light in roof, finally fire extinguished by number 3 of fire extinguisher.	All electrical devices and connections should be checked at regular interval time as per PMP to ensure that in operational condition.	Y	MB
NESHAT	1	SAPID	12/4/2020	14/5/2020	B.ABBAS ANCH.	M.ZAMANKHAH	On 2020/04/12 while VSL was AT B.ABBAS OPL ANCHORAGE, after ship's crew used cane no.1 to pick up some items from a fast boat to the main deck, crane operator left the crane jib suspended, and went to coffee time without properly parking the crane.	Chief officer once again briefs the deck team about importance of following the procedures and to always bear in their mind safety matters.	Y	Neg
HAMGAM	3	SAPID	05/5/2020	16/5/2020	B.ABBAS ANCH.	M.HASSANSHAHI	On 05.05.2020 at 2130 during safety patrol in accommodation chief officer saw that boiler in crew's mess room boiling water while it is full and water spilling over and soaked the boiler electrical base. This could cause short circuit, electrical shock and fire in accommodation.	All electric devices must not be left unattended. Seafarers should take care of their own safety and health and of other persons who may be affected by their acts or omission at work. More training class should be held for boosting safety aspect of the jobs on board. follow the company ISM. Discuss in next consolidated meeting.	Y	Neg
HAMGAM	3	SAPID	02/5/2020	16/5/2020	B.ABBAS ANCH.	M.HASSANSHAHI	On 02.05.2020 After completion of boat drill while command center dismissed ship's crew from drill; engine cadet tried to come down from boat's deck ladder, suddenly he slept but hold himself by catching hand rails. Fortunately he was not injured but it could be a very fatal accident.	Boat station leader must warn crew about the surface and supervise them accordingly. Adequate safety protective gears to be always used & safety precautions to be strictly observed. Boat station access path should be well cleaned and unobstructed prior to drill. Discuss in next consolidated meeting.	Y	Neg
HAMGAM	3	SAPID	23/4/2020	16/5/2020	B.ABBAS ANCH.	M.HASSANSHAHI	At 13:30 hrs lt, when the second officer keeping anchor watch, noticed that a ship was crossing our ships head, at a very close range, when that ship didn't take action, the O.O.W immediately started to sound the signal by 5 short blasts to attract her attention, and called Master and informed the port control, so the control contacted that ship and instructed her to keep more clear from own ship, she took immediate action and cleared.	the O.O.W must be alert at all times. keep sharp lookout by sight/ hearing and radars and by different methods and monitor any abnormal movement of the other vessels passing in the vicinity. comply with Master's standing / night orders. comply with international regulation for preventing collision at sea (1972),and relevant sections of sms manuals. Discuss in bridge team management.	Y	Other
BEHSHAD	1	SAPID	07/5/2020	16/5/2020	B.ABBAS ANCH.		While vessel was at anchor, Workshop attended on board vessel without effective personal protection equipments against corona virus. Bosun immediately informed bridge, and proper action has been taken to prevent spreading virus on board.	company instruction reviewed and followed awareness of crew has been increased to curb virus. any person attended on board should use appropriate equipments to prevent spreading virus and his body temperature is checked.	Y	Neg
ARTARIA	3	SAPID	13/05/20	13/05/20	B.ABBAS PORT	M.ASADI	ON 2020.05.13 B.ABBAS PORT JETTY NO.31 AFTER FEW HOURS OF START OF LOADING OPERATION, DUTY OFFICER REPORTED THAT DUE TO MISHANDLING OF CRANE NO.2 HOISTING WIRE SMASHED ON THE COAMING, RESULTED IN HOISTING WIRE PARTLY BREAKAGE FORTUNATLY BEFORE ANY ACCIDENT, CARGO OPERATION STOPPED & WIRE RENEWED.	ALL WIRES ONBOARD TO BE RENEWED AFTER SPECIFIED DURATION OF WORK. ALL DUTY OFFICERS MUST BE VIGILANT FOR ANY SIGN OF DAMAGE IN THE WIRE AND ROGH HANDLING OF CRANES BY OPERATORS.	Y	Neg

NEAR MISS reports for 1390-91(Negligence)

BATIS	2	SAPID	16/05/20	18/05/20	B.ABBAS PORT	R.TOHIDLOO	At 1130 HRS, IN Bandar-abbas anchorage while vessel was at anchor , CH/OFF During routine maintenance jobs on deck it was observed that one AB was engaged in chipping on forecastle store without safety goggle .	1-Same will discuss in next committee meeting . 2- same will be discussed with all crew and officers during safety training session /drills 3-The heads of departments must make sure that all personnel are familiar with proper use of PPE. 4-Bosun as safety representative must maintain safety rounds while deck staff are engaged in different places and must make sure that all deck activities complies with AP code.	Y	Neg
BATIS	2	SAPID	04/5/2020	19/5/2020	B.ABBAS PORT	R.TOHIDLOO	AT 1100 HRS In the B.ABBAS Anchorage , During safety round, the chief officer observed assist electrical officer working on Forward mast without using proper safety belt / harness.	1- Permit to work and Risk assessment to be done by competent / responsible officer for each and every hazardous activities on board . 2- SPM and AP CODE must be read / understand and executed.	Y	Neg
PETUNIA	6	SAPID	15/5/2020	20/5/2020	AT SEA	M.GOHARDEHI	During bridge cleaning , one of the ratings who was cleaning the bridge's toilet , started continues cauphing . As checked by the OOW it was found out that the mentioned crew had mixed Bleaching liquid with tile surface cleaner for cleaning the toilet seat and tiles .	1. All personnel should consider that use of chemical detergents needs to be carried out as per written instructions of the manufacturer , which stated the risks . 2. In case of using chemical detergents for cleaning , such as Bleaching liquid , sufficient time should be elapsed for any vapour that might be emitted by the liquid to get vanished. 3. The importance of this issue and risk of such act to the health , should be reminded to all personnel. 4. safety Representative as instructed by Safety officer , highlighted the risk of such act for other crew members.	Y	Neg
PETUNIA	6	SAPID	09/5/2020	18/5/2020	AT SEA	M.GOHARDEHI	AFTER PASSING SUEZ CANAL & DEPARTURE OF PORT SAIED , DESPITE CLEAR INSTRUCTION AND ORDER BY MASTER T REGARDING SECURE ALL ITEMS INCLUDING ANCHOR CHAIN, FOR SEA PASSAGE , NEXT DAY , MASTER OBSERVED THAT THE PORT SIDE ANCHOR CHAIN LINK IS IN CONTACT WITH COMPRESSION BAR AND SAFETY PIN IS NOT PROPERLY FIT IN PLACE.	1. All concerned crew regarding anchor/mooring/unmooring operation should get well familiar with safety checks & aspects before /after use of winch/windlass. 2. Master reviewed the correct procedure for securing FWD station /anchor for sea passage for concerned party & notice them the consequence of such poor securing which lead to loss of compression bar & anchor.	Y	Neg
PETUNIA	6	SAPID	03/5/2020	19/5/2020	AT SEA	M.GOHARDEHI	DURING MASTER INSPECTION , IT WAS FOUND THAT BRIDGE COMPUTER U.P.S IS DISCONNECTED & STORED AWAY FROM THE COMPUTER ; AS THE BRIDGE COMPUTER IS ONE OF THE CRITICAL EQUIPMENT FOR SHIP BUSSINESS & COMMUNICATION , ANY FLACTUATIONS OF ELECTRICAL SOURCE CAN DAMAGE & LOSS OF DATA .	ISM INSTRUCTIONS AND GUIDLINES SHOULD BE FOLLOWED TT IMPORTANCE OF KEEPING SAFE ALL ELECTRONIC DATA , INCLUDING SHIP'S COMPUTERS. ESPECIALLY OF THOSE WHICH ARE USING FOR COMMUNICATIONS , LOADICATORS , MACHINERY STATUS , ETC .	Y	Neg
PETUNIA	6	SAPID	14/5/2020	19/5/2020	AT SEA	M.GOHARDEHI	DURING MASTER INSPECTION , FOUND THAT DESPITE FROM CLEAR INSTRUCTION IN OPERATING MANUAL OF BA. AIR COMPRESSOR, THAT IT SHOULD NOT BE KEPT IN ENCLOSED PLACE , THIS ITEM HAD BEEN SECURED AND KEPT IN EMERGENCY GENERATOR ROOM.	ALL CONCERNED , SHOULD READ OPERATING AND INSTRUCTION MANUALS OF DEVICES CAREFULLY & USE & MAINTAIN ALL EQUIPMENT AS PER INSTRUCTIONS TO AVOID ANY DAMAGE OR MISS OPERATING OF DEVICES.	Y	Other
ABBA	1	SAPID	19/5/2020	21/5/2020	B.ABBAS ANCH.	A.R.KARIMI	While vessel was in DARGAHAN ANCHORAGE, fire alarm raised, due to one of the crew smoking in his cabin, causing emission of smoke by paper on his trash bin and consequently smoke detector activated and fire alarm raised.	Master demonstrates all crew, prohibition of smoking in bed.	Y	Neg
ABBA	1	SAPID	18/5/2020	21/5/2020	B.ABBAS ANCH.	A.R.KARIMI	DURING NIGHT ROUND IN ENGINE ROOM BY 3RD/ENG AT 23:00 HRS , HE OBSERVED, FLOADING OF STEERING GEAR ENTRANCE WITH FRESH WATER DUE TO WATER LEAKAGE FROM DEFECTIVE AND RUSTY SOUNDING PIPE OF BOILER FEED WATER TANK.	PROPER ROUND AND LOOK OUT SHOULD BE CARRIED OUT DURING DAY TIME AND ANY MINER LEAKAGE MUST INFORM.	Y	MB
PETUNIA	6	SAPID	22/5/2020	22/5/2020	AT SEA	M.Gohardehi	During Master inspection from bridge equipment it was found that the BNWAS & VDR time set is not adjusted to UTC time , which in case of accident investigation this fault will cause lack of reliable & synchronised information.	OOW were instructed by Master to pay more attention to the bridge equipments status and make sure that all of the equipments are working in a synchronised settings of Date & time of UTC.	Y	Neg
MAHNAM	3	SAPID	22/5/2020	23/5/2020	B.ABBAS ANCH.	A.BONCHEH	ON 22.05.2020 WHILE VESSEL WAS AT B.ABBAS ANCHORAGE @ 18:20 HRS, DURING APPROACHING OF FRESH WATER BARGE TO COME ALONGSIDE IN ORDER TO RECIEVE F.W, DUTY OFFICER REALIZED THAT SHE IS APPROACHING WITH UNSAFE SPEED, SO HE IIMEDIATELY CALLED MASTER AND WARNED THE CASE TO BARGE VIA VHF.FORTUNATELY MASTER OF F.W BARGE TOOK APPROPRIATE ACTION, REDUCED HER SPEED AND CAME ALONGSIDE SAFELY.	ALL DUTY OFFICERS MUST BE VIGILANT DURING THEIR WATCH EITHER AT SEA OR ANCHORAGE, PARTICULARLY DURING SUCH A IMPORTANT OPERATION (STS) - CONTENT OF COLREG (RULE 6) MUST BE COMPLIED STRICKLY AT ALL TIMES.	Y	Other

NEAR MISS reports for 1390-91(Negligence)

CASPIA	6	SAPID	19/5/2020	24/5/2020	ASSALUYEH	H.GOLESTANI	ON 19.05.2020 AT AROUND 18:00 HRS , VESSEL COMMENCED CARGO "MX" DISCHARGING OPERATION AFETR GETTING CONFIRMATION FROM TERMINAL AND MAKING SHORE THAT SHORE TANK & LINES READY IN ALL ASPECTS FOR RECEIVING CARGO , FEW MINUTES LATER DECK WATCH MQAN WHO WAS STAND BY ON MANIFOLD REPORTED AN ABNORMAL INCREASE OF BACK PRESSURE ON THE MANIFOLD , SAME TIME IT IS OBSERVED THAT CARGO IS TRAFERRING INTERNALLY BETWEEN SHIPS TANKS WHICH COUL CAUSE OVERFLOW OF CARGO TANKS .DUTY OFFICER DECREASE CARGO PUMP PRESSURE WITHOUT HESITATE AND CALLED TERMINAL TO SEEK THE PROBLEM , TERMINAL OPERATOR IFORMED THAT THEY ENCOUNTERED A PROBLEM & REQUESTED TO STOP THE OPERATION TO SEARCH THE FAUL & RECTIFY IT AS SOON AS POSSIBLE . OPERATION STOPPED BY DUTY OFFICER TILL TERMINAL REQUSET FOR RESUMING IT AGAIN	TERMINAL HAD BEEN REQUESTED TO MONITO RECEIP OF CARO IN SHORE LINE AND TANKS AND INOFORM ANY SUSPICIOUS OR ABNORMAL CIRCUMSTANCES . HOSE CONNECTION & MANIFOLD PRESSURE ATTENDED AT ALL TIMES . TANK ULLAGE CONTINUOUSLY MONITORED TO ACT IN TIME IN CASE OF INTERNAL TRANSFERRING OF CARGO TO AVOID POSSIBLE OVERFLOW .	Y	Other
ARTAVAND	3	SAPID	26/5/2020	27/5/2020	B.ABBAS ANCH.	S.M.SEIFI	On 2020.05.26 @ 2300 hours local time at B.Abbas anchorage, One fast boate came alongside the ship to give 'CTM' . Duty officer called one of the crew member to recieve the box . Due to darkness of the night & also all the "Life/Rescue Boat Pre-Launch Lights" were defective, Crew member attended to find the light's switch at near area & because of lack of knowledge he pushed the "General Emergency Alarm Push Botton" & also did not inform bridge about the case. All ship's crew were mustered in their respective station with proper dressing ontime , After investigation duty officer found that this is the human failure & informed command center. Finally by ordr of master crew dismissed.	1- More inspection required. 2- More training required.	Y	Neg
TERMEH	3	SAPID	27/5/2020	27/5/2020	B.ABBAS ANCH.	SHAFIEI	While fitter working with the grinder in engine room its observed by 2ND/ENGR , that he is working without proper safety gear (glasses), immediately ceased his job and advised to wearing proper safety gear.	All staff to be familiar with safety procedures of the company and PPE to be used all the time while attending and jobs and before any activity risk assessment related to intended job should review .	Y	Neg
ARTARIA	3	SAPID	27/05/20	27/05/20	INDIA WEST COAST	M.ASAADI	ON11:00 ,27.05.2020 while ch.off has taking round ,he has observed that the AB which was painting accomodation on height is without safety harness .so at the same time he stopped the job and give him warning regarding his unsafe act .	PROPER USE OF SAFETY HARNESS ALL TIME WHILE CONDOCTING ANY MAITENANCE AND WORKING ALOFT.	Y	Neg
PETUNIA	6	SAPID	29/5/2020	01/6/2020	ELPALTO ANCHORAGE	M.GOHARDEHI	AFTER EMBARKATION OF PILOT AT EL PALITO ANCHORAGE THROUGH THE STBD ACCOMODATION LADDER , MASTER ORDERED CREW TO CLEAR THE GANGWAY; DURING EXCUTION OF THE TASK , ONE OF CREW MEMEBRS WAS SEEN WITH OUT LIFE JACKET & SAFETY HARNESS WHILE HE WAS ON THE GANGWAY WHILE IT WAS STILL OVERBOARD.	SAFETY ASPECTS OF EACH OPERATION ONBOARD SHIP SHOULD BE REVIEWED BEFORE COMMENCMENT OF ANY TASK FOR THE PERSONS INVOLVING , BY THE RESPONSIBLE OFFICER & OFFICER IN CHARGE.	Y	Neg
ARTMAN	2	SAPID	01/6/2020	02/6/2020	B.ABBAS ANCH.	J.POORMAHD	ON 2020.05.29 AT 1530, WHILE FITTER WAS WORKING IN ENGINE ROOM WITH GRINDER MACHINE, SUDDENLY GRINDER MACHINE WAS RELEASED FROM HIS LEFT HAND AND DID NOT HIT HIM, FORTUNATELY, HE WORE SAFETY GLOVES AND PROPER CLOTHING AND HIS HAND WAS NOT DAMAGED. .	CREW SHOULD BE AWARE OF THE POSSIBILITY AND RISK OF WORKING WITH INDUSTRIAL AND HIGH-RISK DEVICES AND GET ADVICE FROM HIS TEAMMATE WHILE WORKING WITH THE TYPE OF SAME DEVICES.	Y	Neg
DELNAVAZ	2	SAPID	04/6/2020	06/6/2020	B.ABBAS ANCH.	Ch.Barzegari	On 04.06.2020 at 08:20 it observed that assistant elec/off is carring some maintenance on the window wiper and no safety harness is used	Rules and regulation regarding working aloft Review and requested to follow the procedure stringently	Y	Neg
MAHNAM	3	SAPID	03/6/2020	06/6/2020	B.ABBAS ANCH.	A.BONCHEH	ON 03.06.2020 WHILST VESSEL WAS AT B. ABBAS ANCHORAGE AND ENGAGED IN A STS OPERATION WITH M.V ATEELA 2 FOR RECEIVING BUNKER, CHIEF OFFICER NOTICED THAT ONE OF ENGINE CREW WAS NOT WEARED SAFETY HELMET, SO HE IMMEDIATELY WARNED AND SENT HIM TO USE APPROPRIATE PPE.	AS PER SHIP'S MANUAL PART 1 SECTION 3. THE PERSON PERFORMING THE JOB MUST WEAR THE APPROPRIATE PROTECTIVE CLOTHING AND EQUIPMENT INCLUDING SAFETY HELMET. ANY PERSON WHO MAY BE REQUIRED TO WEAR OR USE PROTECTIVE CLOTHING EQUIPMENT BE PROPERLY TRAINED OR INSTRUCTED IN ITS USE AND ADVISED OF ANY LIMITATIONS OF THE CLOTHING OR EQUIPMENT.	Y	Neg
DELNAVAZ	2	SAPID	06/1/2020	06/1/2020	B.ABBAS ANCH.	Ch.Barzegari	On 01.06.2020 at 1530 it observed that tray for hatch cover hydrolic jack was not drained and cleaned after completion of maintenance on jack .	workshop personnel convinced to do an inspection after completion of every job and clean any oil or residue remained from their maintenance.	Y	Neg
WARTA	2	SAPID	14/5/2020	06/6/2020	B.ABBAS	A.DEHGHAN KHALILI	On 14.05.2020 while V/L was at B.ABBAS (port side alongside jetty no.30) for loading cargo, Duty officer observed some of stevedores not using proper disinfection gloves and face mask for avoiding covid-19 .	The Stevedoring company representative shall supply the stevedors with disinfection gloves and facemask , for avoiding covid-19 epidemic .	Y	Neg

FLEET CASUALTIES

VESSEL'S NAME	SM	COMP ANY	DATE	VOYAGE NUMBER	PLACE	NAME OF MASTER	CODE	Category	BRIEF DESCRIPTION
TOUR 2	6	SAPID	09/Apr/20	S9-0236	AT SEA	G.ZAYTANI	13.7	1	While vessel at sea, during de-scaling deck by use of hydro blaster, the AB which was performing hydro blasting operation, suddenly lost his balance and slipped on deck and subsequently water jet impact him from his face to leg, unfortunately area of impact rifted deeply and causing wound on his left cheek and left leg
ARTARIA	3	SAPID	12/Apr/20	S6-2182	AT SEA	M.ASADI	13.7	1	When he went to the spare part room on the second engineer to bring some parts, used a ladder to bring down the relevant part from the upper levels, meanwhile he lost his balance and falling down that hit one of the ladder stairs with his face, so that two ones of his front teeth were broken by the blow.
WARTA	2	SAPID	20/Apr/20	S6-2172	VIZAG	F.EBRAHIMI	13.8	1	AFTER FINISH AFT STATION WHEN THE PERSON MENTIONED WAS GOING TO HELP THE OTHER FOR RIGGING OF GANGWAY NET SUDDENLY HIS LEFT FOOT TWISTED FROM THE ANKLE AREA. HE FELT SEVER PAIN & 2ND.OFF REPORTED TO MASTER IMMIDIATELY THEN TIGHT HIS ANKLE WITH A SPLINT
BEHDOKHT	2	SAPID	22/Apr/20	S6-2186	AT SEA	M.KHAJEHGIRI	13.7	1	On 2020.04.20 at 10:45 local time ,A.B Mr.Afshin Pourvali when he was working at hold no.2 and engaged in cargo hold washing , During to moving half filled cargo residue drum ,drum's edge pressed down on his right food toe and his foot's finger nail become broken and cause injury due to weight of drum .
AMINA	3	SAPID	06/May/20	S6-2180	B.ABBAS ANCH.	I.TOOSI	13.8	1	on 06.05.2020 at 1430 Hrs LT in crew's change room Mr A.R BAKHTIARIAN when he was opening his locker's door, suddenly locker's door detached from its position due to loosen hinge and fell on his front head and caused small scratch and minor bleeding in his front head.
ARTMAN	2	SAPID	10/May/20	S6-2173	B.ABBAS ANCH.	J.POOR MAHDI	13.7	1	ON 2020.05.11 AT 1000 WHILE MR. FARSHID ROUEINTAN WAS CHOPPING THE MEAT BY CLEAVER , A PIECE FROM THE CLEAVER WAS THROWN AND DIPPED IT IN TO HIS LEFT WREST AND TORE IT.
ARTMAN	2	SAPID	11/May/20	S6-2173	B.ABBAS ANCH.	J.POOR MAHDI	13.8	1	ON 2020.05.11 AT 0900 WHILE MR. HASHEM REZAIE (CARPENTER) WAS TRANSFERRING THE GREASE PUMP ON DECK FOR ROUTINE LUBRICATION MAINTENANCE , DUE TO EXTRA FORCE ,HE FELT PAIN IN HIS LEFT SHOULDER.
NESHAT	1	SAPID	06/May/20	S4-2565	KANDLA	M.ZAMANKHAH	6.3	2	DURING CARGO OPERATION AT 06.05.2020 , DURING CHANGE THE POSITION OF CARGO LOADING GEAR ON HATCH COMINGS,3 NO. OF HATCH COVERS BATTEN DOWN CLEATS BENDED.

