

TO ALL FLEET VESSELS

Ref: DMA-SAPID/AIFI01/99/C1127

Date: 2020.12.29

In The Name Of God

Dear Captain  
Good Day,

Please find the attach " Fleet near misses & Casualties 3RD. 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 .

**Pl's cfm safe rcv of msg by return.**

BEST REGARDS

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NEAR MISS reports for 1390-91( Negligence)

Vessel	SM	COMPANY	Date Occurred	Date Report Received	Place	Master	Brief Description	Recommendation by Vessel	Validity	Category
BEHDOKHT	2	SAPID	15/9/2020	21/9/2020	PERSIA HORMOZ B.ABBAS	M.Mousapor	During daily deck safety rounds, the Second officer observed some traces of oily water.around the defective ship yard's oil storage tray on the main deck. As a preventing action, a new storage tray was replaced with a defective one and all crew attended quickly to collect the oily water.	Any oil storage tray should be checked by dock safety officer . -Working place should be supervised by safety representative before/during & after completion of jobs to make sure no source of oil exist to prevent slipping of crew and environment pollution. - All dock and ships crew members should be given more training regarding oil pollution prevention, to improve their self consciousness regarding importance of environment protection. - Any potential source of oil pollution should be thoroughly cleaned/ collected in advance such as oil trays, to prevent any oil pollution . - More supervision should be maintained by the dock responsible officers.	Y	Neg
ELYANA	1	SAPID	08/9/2020	22/9/2020	BIK PORT	M.R.MORADKHANI	During the Cargo operation in BIK Port, While duty officer kept round, he observed New OS without safety helmet on Deck	Chief officer instructed to duty officers that make sure watchmans must be wear safety gear and also be familiar with safety before take watch.	Y	Neg
DEVREZ	6	SAPID	20/9/2020	22/9/2020	BIK PORT	M.DIJ ABBASI	On 20.09.2020 at 0100 while vessel was berthing at BIK TTPC terminal, one of the crew in forward station put his leg inside a mooring line loop which was laid down on deck floor , another crew tried to slag the mooring line into the sea towards jetty, bosun notified of the danger and immediately warned the mentioned crew to back his leg off of the loop. Fortunately nobody injured and berthing operation continued.	Master held a meeting with officers in charge of mooring stations, reviewed the risk assessment and explained them once more the importance of safety and self-care in such a risky operation.	Y	Neg
ELYANA	1	SAPID	11/9/2020	23/9/2020	BIK PORT	M.R.MORADKHANI	During sea passage through Persian Golf, The elect/off3 went up to the forward mast to attempt the inspection of fore mast projector lights, without informing the bridge, which in case of using of the ship's whistle, it could cause very serious accident to him.	Working aloft must be carried out in a safe manner and as far as possible whilst the VSL is not under way, to be done at berth or at anchor, and proper permit to work system to be followed. Duty officer and duty engineer are to be informed, and proper warning to be posted on bridge.	Y	Neg
ALVAN	1	SAPID	23/9/2020	23/9/2020	PERSIAN GULF	N.ARMANDPOUR	WHILE CREW WAS ATTENDING DRAIN PIPE OF CREW PANTRY IN CO2 ROOM , CH/ENG FOUND DISCH NOISE FROM ONE OF FIXED CO2 CYLINDER , CREW IMMEDIATLY EVACUATED CO2 ROOM,FURTHER INSPECTION CARRIED OUT AND FOUND THERE IS LEAKAGE UNDER V/V OF CYLINDER(THEREAD)	CHECK ALL OTHER FIXED CYLINDER AND FOUND VISUALLY IN SATISFACTORY CONDITION	Y	MB
ARSHAM	2	SAPID	27/9/2020	27/9/2020	AT SEA	E.M.SEDAGHAT	WHILE VESSEL WAS AT SOUTH CHINA SEA ,THE FORWARD MAST HEAD LIGHT FUSED. DUTY OFFICER INFORMED TO ELEC/ENG-3 TO CHANGE THE FUSED LIGHT. AFTER A WHILE DUTY OFFICER NOTICED THAT HE WAS GOING TO CHANGE THE LIGHT WITHOUT PROPPERLY USING OF P.P.E. IMMEDIATELY THE JOB STOPPED & HE WAS WARNED TO PROPERLY USE THE EAR MUFF, SAFETY BELT & OTHER PPE.	ALL SAFETY MEASURES MUST BE CONSIDERED BEFORE ATTENDING ANY JOB ON-BOARD REGARDLESS OF WORKING AREA. BEFORE ATTENDING ANY JOB THE RISK ASSESSMENT PROCEDURE SHOULD BE FOLLOWED. PROPER SIGN SHOULD BE POSTED IN BRIDGE TO AVOID USE OF SHIP'S WHISTLE. ALL CREW MUST WEAR P.P.E ALL THE TIME. WHILE A CREW MEMBER WORKING ALOFT ON FORWARD MAST ,THE EQUIPMENT TO BE ISOLATED. PERMIT TO WORK SYSTEM FOR WORKING ALOFT SHOULD BE FOLLOWED.	Y	Neg
PETUNIA	6	SAPID	26/9/2020	27/9/2020	AT SEA	M.GOHARDEHI	While VSL Proceeding to PSTN, wheelman AB was not feeling Well and had sever Nausea. He went to WC to vomit.	Master Ordered 2nd Officer to check his conditon.	Y	Other
PETUNIA	6	SAPID	27/9/2020	27/9/2020	B.ABBAS ANCH.	M.GOHARDEHI	While VSL Receiving Store / Spare Parts in B.ABBAS Anchorage. one of Crew Attend to check items with out safety Shoes and Helmet.	Master Instructed Safety Officer to Explain one more time safety procedures to All Crew	Y	Neg
GOLSAR	3	SAPID	23/9/2020	27/9/2020	B.ABBAS ANCH.	H.AMIRI	On 23.09.2020 at 10:00 hrs It during maintenance of deck (chipping & painting ) , one of crew members was observed from the bridge by duty officer which was using summer cap for protecting the face from sun shine instead of using safety helmet.	The crew shall be instructed and monitored to use of safety protective clothing during any operation on deck in any weather condition.	Y	Neg
ABBA	1	SAPID	06/10/2020	06/10/2020	B.ABBAS ANCH.	A.KARIMI	During routine inspection of CH/ENG from E/R compartments,found a trace of oil leakage in the steering room floor which is high risk to slipping & observed one of the light bulb is burned-out.	Training session held & the importance of matter (routine check & cleaning of all engine departments and investigation for any leakage:fuel, oil, sea water, fresh water,enough illumination)demonstrated to all engine staff.	Y	Neg

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PETUNIA	6	SAPID	07/10/2020	07/10/2020	B.ABBAS ANCH.	M.GOHARDEHI	<p>on 06-10-2020 @ 2300 hrs, During Berthing Operation @ B.ABBAS while Pilot Onboard and FWD/AFT Station was Passing Mooring Wires, Due to Defective Jetty winches FWD / AFT Station had to pass wire Lines by Slip wire Method and Retive by using Ships own winches, which is potentially hazardous. But for Head Lines Due to far Distance (70 mtr x 2) above mentioned method is not possible. Despite Master request pilot released FWD Tug, immediately master notify Control &amp; requested Tug up to All Fast.</p> <p>Tug returned after 30 minutes &amp; headlines transfered to Tug to pass to Terminal bollard. Regretfully once again on last Second Pilot ordered to let go Fwd Headline due to dissatisfaction from Master Remark on his Log Book (Poor Co-operation) Pilot Left VSL Before All Made Fast. again Master Requested Control to Return Tug once again to pass Head lines after 40 minutes and made Vsl All Fast .</p>	Master collected evidence . DPA informed. Near missed Raised. LOP issued. Loading Master / Commercial Dep Notified to repair Terminal Winch	Y	Other
PARSHAD	2	SAPID	07/10/2020	07/10/2020	BAY OF BANGAL	M.AZIZI	During the safety round on deck, safety officer observed that fwd engine emergency escape door on deck is obstructed by drums.	All crew should brief that emergency escape route / door should never be locked / obstructed and always be clear for case of emergency.	Y	Other
BAVAND	2	SAPID	29/9/2020	08/10/2020	COCHIN	A.SAFARI	On 2020.09.29 @ 19:00 while V/L at cochin port after dinner time, Master observed from mess room that barbecue grill quit charging and he immediately instruct to crew to extinguish the BBQ by soap foam.	in all cases after using Kabab the stuff must insure to extinguish the BBQ.	Y	Neg
BAVAND	2	SAPID	19/9/2020	08/10/2020	B.ABBAS ANCH.	A.SAFARI	On 2020.09.19 @ 23:00 Before departure of B.Abbas OPL, duty officer noticed to E/R as per Master order 30 min before heaving up anchor, after 30 min ENG did not ready and V/L unable to give ENG order and heaving anchor up for departure.	Engineers should checked and test all machinery and equipment before departure in order.	Y	Neg
BAVAND	2	SAPID	12/9/2020	08/10/2020	BIK PORT	A.SAFARI	On 2020.09.12 at 12:00 Before departure of B.I.K port ,cargo residue of clinker remained on deck , 3rd officer was walked on main deck and he skid on the cargo residue , fortunately he could kept his stability and run away from injury .	After completion and during cargo operation always the deck area must be cleaned by stevedores and crew. Crew onboard must be aware during passing in the area that surrounded by unexpected danger. Crew onboard must be worn protective clothes while is in working area.	Y	Neg
CLAVEL	6	SAPID	06/10/2020	09/10/2020	AT SEA	A.DANAEI K.	During preparation of gangway for embarking pilot when vessel approaching to BUSHHR pilot station, duty officer from bridge observed that one of deck crew without wearing life jacket was on gangway and engaged in preparing gangway.	It's brought to the attention of all officers and crew that wearing of safety gears are for their own safety and whatever difficulties arises during using of them but it will guarantee their own safety of life. Safety drill and safety training class must be carried out regularly	Y	Neg
DELNAVAZ	2	SAPID	25/9/2020	09/10/2020	BAY OF BANGAL	CH.BARZEGARI	On 25.09.2020 at about 1430 when one of Deck crew was using chipping machine for routine deck maintenance, suddenly the gears of machine head break in pieces and was three endangering crew to be hit by its dangerous pieces. luckily the pieces didn't hit to anybody,then the machine stopped for check up and repair	the crew gathered and case explained to them and requested for the safety of their own and the rest of colleague do not forget or miss to carry out pre operation inspection when intend to use such dangerous machines	Y	Neg
WARTA	2	SAPID	26/10/2020	26/10/2020	MESAEID	A.DEHGHAN KHALILI	On 26.10.2020 while V/L was at Mesaieed G1 BERTH After completion of cargo operation , when the crew trying to stow the grab in the assigned position it has been observed that carpenter stand over the structure to control the grab which was very risky and chance of falling down from height	All crew members should be well trained to become alert about their safety and thus the consequence of above mishandeling could be worse , the above operation to be carry out under supervision of responsible officer and presence of safety representative, in safe manner as a practical training for them .	Y	Neg
DELNAVAZ	2	SAPID	07/10/2020	09/10/2020	BIK OPL	CH.BARZEGARI	On 2020/10/09 about 14:40 when it needed to use ship's crane to discharge some cargo residue remaining in the hold, one of crew attended to crane no 2, after he started to heave the crane boom in order to move crane out of parking position, upon the boom was just left the parking position, it start to swing to right, however the operator tried to use EMG Stop but short distance to the stabilizer motor of crane no 1 made the contact unavoidable and finally stabilizer motor of crane no 1 was hit by boom of crane no 2	Case discussed to concerned crew and requested to be more vigilant in similar cases	Y	Neg
CASPIA	6	SAPID	10/10/2020	12/10/2020	BIK OPL	A.AMINI	While the vessel was at KHOWR-E MUSA anchorage, one of the crew found to be working with pneumatic wire brush without safety goggles.safety representative stopped the job immediately.	Risk assessment required to be properly carries out and all crew to be well briefed regarding the dangers of any task All crew strictly instructed to use safety protective equipment.	Y	Neg
ARDAVAN	2	SAPID	14/10/2020	14/10/2020	LIAYUNGANG	A.ARMANDEI	DURING CARGO OPERATION IN LIANYUNGANG PORT ELECTRICAL PLUG IN HATCH COAMING NO 1 WAS NOT PROPERLY COVERED BY PLASTIC SHEET DURING RAINY WEATHER ,OBSERVED PLASTIC SHEET TORN AND WATER PENETRATED INSIDE PLUG AND AT THE SAME TIME WHILE THE POWER SWITCHED ON FROM BRIDGE BY SPARK OBSERVED AT THE PLUG.QUICKLY INFORMED THE ETO AND POWER SWITCH OFF.	INFORM TO ETO,ALL ELECTRICAL PLUG AND ANY ELECTRONIC ITEM ON THE MAIN DECK SHOULD BE PROPERLY COVERED IN ADVANCE .	Y	Neg

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ARDAVAN	2	SAPID	14/10/2020	14/10/2020	LIAYUNGANG	A.ARMANDEI	WHEN V/L WAS AT PORT,ELECTRONIC OFFICER TESTING THE FORE PEAK VALVE WITH OPENING POSITION WITH OUT PERMISSION BY CHIEF OFFICER AND WHEN WORK IS COMPLETED,VALVE NOT PROPERLY CLOSED AND FOR PEAK FILLED UP TO 5 METER .	INSTRUCT TO ETO BEFORE TESTING ANY BALLASTING SYSTEM MUST BE CONFIRM BY CH.OFF IN ADVANCE .	Y	Neg
PARNIA	1	SAPID	02/10/2020	17/10/2020	B.ABBAS ANCH.	M.HASSANSHAHI	On early morning of 03/10/2020 upon leaving berth at port of B.ABBAS, the crew members instructed to prepare pilot ladder for pilot disembarkation .Later when completion of job was reported the same arrangement was checked by officer in charge and he noticed the improper illumination of boarding area due to broken projector light.	Before Berthing And Unberthing Elcnc/Off Checked Projector Light And Electronic Plug Using For Embarkation And Disembarkation Pilot Near Pilot Station..	Y	Neg
PARNIA	1	SAPID	15/10/2020	18/10/2020	B.ABBAS ANCH.	M.HASSANSHAHI	While the v/l was in b.abbas anchorage, the duty officer observed that one crew member stay on hatch coaming and walking on it while the hatch cover were being opened during hold cleaning.	CH/officer to brief the crew regarding safety and prevent them to conduct such operations without considering all the required safety measures. -All crew have been advised to avoid walking on hatch coaming and be vigilant all the time to observe their safety.	Y	Neg
AYSAN	1	SAPID	05/10/2020	18/10/2020	JEBEL ALI	M.GHASEMI.K	On 05.10.2020 At 2000 Hrs Lt , in Jebel Ali port , crane man of crane NO .2 B unintentionally hit the crane block & wire to the hatch coaming, & endanger safety of vessel, Crane and persons inside HOLD No.4 who were engaged in discharging of cargo . Cargo operation stopped, both crane & hold bulkhead inspected for any damage; Fortunately all in good condition & nobody harmed during the above mentioned occurrence.	gang's foreman informed , requested to use more experienced crane operator. ship staff ordered to prepare sufficient illumination in night time .	Y	
BAHJAT	2	SAPID	17/10/2020	19/10/2020	BIK	P.TOOBAEI	On 17th OCT.2020 at 0700 SMT, duty watch man received instruction from chief officer to un-park cargo cranes for the purpose of handing over the cranes to the stevedores. as the duty watch man(A.B) proceed for crane No.3 and attended to un-park the crane, suddenly securing wire on hook teared and he released the hook was not free and un-lashing, the duty A.B on the crane operator cabin had no sight on the hood due to hatch covers which was on open position and his vision was obstructed already. neglect of duty watchman to check the hook before operating causes the incident. crene wire, sheave, hook swivel, and all moving parts inspected and fortunately all found intact and no damaged observed on crane equipment/parts. Slight dentation and minor deformation found on lashing eye and ceiling frame in the pump room. hatch covers pump room framing thoroughly inspected at the damaged area, there was no sign of crack on welding and plating. minor dentation observed on top frame.	training to be conducted of all deck crew, more alertness require during operation of cranes. supervision operation by officers.	Y	Neg
ARTMAN	2	SAPID	21/10/2020	21/10/2020	AT SEA	A.MIRABI	while OOW was keeping routine navigation watch whilst at sea , smoke detector which is located on A-deck activated at the same time he noticed the smell of tangible over cooked food inside navigation bridge , having prescience that no personnel was working inside galley . Immediately he informed master & called Bosun on walkie talkie to investigate the route of activation for smoke detector . After following up , it was found that ovens inside galley where working to cook Dinner meal while cooking oil & fat was overflowing from cooking tray into oven bottom hot plates & was causing the fat to burn & produce smoke . This incident can probably cause major fire inside accomodation .	All personnel should have active safety awarness in all aspects of routine work onboard ship .  - Master ordered galley department that at least one man should be present in galley while any oven or hot plate is being used for cooking & the place should never be unattended .  - Master instructed to all heads of department to improve a safety first attitude for all of their concerned parties during every task onboard the ship .	Y	Neg
ARDAVAN	2	SAPID	21/10/2020	21/10/2020	AT SEA	A.ARMANDEI	while the v/l was at sea & during routine maintenance inside the engine room ( welding operation ) duty engineer asked bridge team to disconnect the fire alarm zone ,when the subjected task finished they were not informe the bridge to remove the disconnected zone and left engin room after working time & at the same time proper handing over did not happened on bridge regarding the disconnection. After some time duty officer realized the engine room unmanned and still some fire alarm zones are disconnected .quickly informed the duty enginner and connected all zone.	instructed to engineer at all time fire alarm system must be operational .and proper handing over to be carried out in bridge.	Y	Neg

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AMINA	3	SAPID	06/10/2020	21/10/2020	AT SEA	S.MEHRDAD	On 2020.10.06 at 23:45 while approaching B. Abbas OPL helm's order rcvd from Master "hard to port" but it was observed that wheelman keeps the heading on 220 deg exactly toward other anchored vessel and Master came to know the mistake immediately and again ordered the wheelman to correct the wheel order. Wheelman changed by Master order and asked chief officer to give more training to subject AB.	More training sessions (by taking wheel at open see) should be carried out with subject A.B by duty officers for many days and make sure that he is competent to take wheel during maneuvering.	Y	Neg
AMINA	3	SAPID	07/9/2020	21/10/2020	FANGCHENG	S.MEHRDAD	On 2020.09.07 at 15:00 during discharging operation at Fangcheng port, observed that one of the stevedoring gang was without facemask in respect of COVID 19. Immediately one deck crew informed the duty officer who ordered the stevedore to wear facemask and took his body temperature and found it to be normal.	check body temperature - social distance to be maintained	Y	Neg
AMINA	3	SAPID	08/8/2020	21/10/2020	B.ABBAS ANCH.	S.MEHRDAD	On 2020.08.08 at 16:00 while crew have completed their work on hatch cover, during transferring of chipping machine from top of hatch cover to main deck, it was observed that one crew was lowering the machine incorrectly, man on top lowered it by its shaft, and after few seconds suddenly machine dropped down. Fortunately there was no casualty or injury to ship staff.	All personnel must be trained more by competent person, supervised by safety representative. - All personnel must be reminded with content of AP code and ship's manual part 1 / section 2.	Y	Neg
MAHNAM	3	SAPID	25/10/2020	26/10/2020	B.ABBAS ANCH.	S.KAZEMNIA	On 25.10.2020 at 1430 hrs lt. whilst vessel was at b.abbas anchorage, when hydraulic pipes of cargo holds were renewing by workshop crew, cutting of pipes caused a small fire. The Bosun which was there as attendant, quickly responded and extinguished the fire by fire extinguisher.	1- Emphasis on effective implementation of proper risk assessment. 2- As per ship's manual part 1 section 2, permit to work checklist to be prepared prior commencement of any potentially hazardous work activity such as hot work. 3- AP CODE content must be read and followed.	Y	Neg
DARYABAR	3	SAPID	26/10/2020	27/10/2020	SAO FRANCISCO DO SUL	M.ESFANDIARI	One of the Crew while he was cleaning the toilet of his cabine; he mixed the bleaching water with toilet cleaner liquid which caused to emit poison gas due to chemical reaction. He was coughing continuously because of inhalation of chlorine gas and fortunately our 2.off attended promptly and took him to fresh air outside of accommodation.  Hopefully this incident did not cause any serious damage or injury with proper management of the officer in scene.	Proper training to be required for crew.	Y	Neg
JAIRAN	1	SAPID	25/10/2020	30/10/2020	AT SEA	H.SOLEIMANI RAD	While vsl was following TSS in Malacca strait & after embarkation of security guard in south of port klang Malaysia at 10.30 hrs the Engine unit no.5 upper jacket burst and vsl become not under command therefore VTS & ships in vicinity informed immediately and vsl directed to nearest safe place out of TSS for emergency anchoring, fortunately vsl anchored safely at 11:48hrs smt at inshore traffic zone off port klang in pos position: 02 50.5N 101 05.2E. Repair procedure commenced as soon as possible by Engineers.	close monitoring of engine temperature must carried on starting -make sure engine is ready for increasing RPM - Using original spare part with good quality	Y	MB
JAIRAN	1	SAPID	20/10/2020	30/10/2020	KOSICHANG ANCH.	H.SOLEIMANI RAD	While vsl was in Ko Si Chang cargo anchorage during transferring store item from rope store to poop deck using ships provision crane and net just after picking up the net with some item inside it one of its eye line turned apart fortunately the net was about half a meter above the floor so there was no any damage to equipment in net, but the net become out of order.	all part of lifting appliance must check before being used -Net must checked for any sign of damage, fatigue, wear & tear -Checking the weight of items, not more than permissible safe load	Y	Neg
ARTARIA	3	SAPID	29/10/2020	30/10/2020	B.ABBAS ANCH.	M.FIROOZI	While Vessel sailing from b.abbas Anchorage to Shahid Rajae channel and procced to Berth no:10 with pilot on board on 29.10.2020 at 2220 hrs lt, duty Engineer conctact to Bridge and Report to Master Jacket no:5 suddnly failed and out of order Master immediately telegerph handle reduced to stop position. and its reported from eng that vessel can use D.Slow(A head & A Stern) only. anchor party also was stand by fore ward for case of emeryeny anchoring, but eng respond was enough till berthing.  vessel finally berthed jetty no10 and unit no 5 also repaired while vessel was at berth.	all to be checked technicaly before maneouvering. risk assessment for berthing and unberthing to be carried out in advance. PMP to be followed properly. be ready for emergency case during maneuvering, berthing and unberthing all the time.	Y	MB

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PARSHAD	2	SAPID	31/10/2020	01/11/2020	AT SEA	M.AZIZI	While duty engineer was taking routine round in engine room observed that, engine room's bilge was filled by water.	1- Company instruction for ballast / de ballast / heavy ballast operation should be followed strictly . 2- At first opportunity condition of ballast pump / line / valves should be checked . 3- PMP should be followed.	Y	Other
PARSHAN	1	SAPID	15/10/2020	02/11/2020	ASALUYEH ANCH.	SH.SHARIFI	ON 2020.10.15 AT 14:00 AT ASALUYEH (OIL RIG ANCH ) , DUTY OFFICER NOTICED A BURNING SMELL THEN HE FOLLOWED THE SMELL TO FIND THE CAUSE.HE FOUND SMELL SOURCE IN GALLY SO IMMEDIATELY INFORMED CH/COOK OPENED GALLY . FOUND : FORGOT TO SWITCH OFF ONE HOT PLATE AND ONE FOOD PLATE BURNED	ALL DUTY OFFICERS AND WATCH MANS MUST BE VERY VIGILANT AND ALERT AND CAREFUL WHEN THEY ARE ON DUTY AND MAKE SURE THEY WILL HAVE A SAFETY ROUND OR FIRE PATROL IN ACCOMODATION ,SPECIALLY AT NIGHT .	Y	Neg
HAMGAM	3	SAPID	03/11/2020	04/11/2020	B.ABBAS	I.TOOSI	During loading operation with ship's cargo gear it was noticed that some strands of runner wire for crane No. 2 broken, as bucket of cargo ( about 15 mt ) was loading by crane, failure of wire could result in considerable damage to ship's properties and severe injury to stevedores /personnel involved.	Wires and sheaves to be greased properly especially before any cargo operation and detailed inspection of wire and sheaves to be done continuously during operation to notice any damage or defects well in advance.	Y	Other
DEVREZ	6	SAPID	17/10/2020	09/11/2020	BIK	M.DIJ ABBASI	on 17.10.2020 around 1300 hrs while the vessel alongside at B.I.K berth, during tanks ullaging one of the cargo surveyor found using cell phone on main deck.	explained to cargo surveyor about the safety matter and proper procedures of using cell phone on board. informed duty watch to display the safety board near gangway and to aware all visitors onboard.	Y	Neg
BAVAND	2	SAPID	09/11/2020	12/11/2020	AT SEA	A.DARVISH	On 2020.11.09 @ 00:15 while V/L was proceeding to drop anchor in SULU sea due to sheltering. so at the last movement of engine, when Master order to D.S AHD the engine didn't respond to order due to engine problem. After 1 hr ,problem rectified and v/l dropped anchor accordingly.	1-Proper maintenance and correct adjustment to be carried out in advance. 2-Head of department informed and instructed to brief staff regarding safety factors during attending any job.	Y	MB
BAVAND	2	SAPID	28/10/2020	12/11/2020	AT SEA	A.DARVISH	On 2020.10.28 @ 14:30 while V/L at sea and during routine maintenance, 2/O observed 3/O doing some maintenance on freefall lifeboat and he didn't use safety harness while he was on dangerous area, duty officer immediately stop the job and request him to wear protective cloths.	The matter was brought to the attention of Chief officer and although there has been many instructions to crew regarding complying with personal safety measures, in another meeting with presence of all crew members chief officer explained the personal safety procedures in various situations and emphasized its importance. Bosun as safety representative asked to be more vigilant in such cases.	Y	Neg
PARISAN	2	SAPID	12/11/2020	12/11/2020	LIANYUNGANG OPL	A.M.DEHGHAN	ON 2020/11/12 AT 10:20 During maintenance of starboard combination ladder one crew member lower the gangway to check the ladder while the gang way hand rail was don and crew with out life jacket &safety harness so risk of falling over board in such position when CH/OFF seen him stopped the mentioned job .	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. - All crew must be aware about such particular jab & use proper PPE to avoid any accident . - Same will discuss in next committee meeting.	Y	Neg
TERMEH	3	SAPID	12/11/2020	13/11/2020	B.ABBAS ANCH.	B.ESMAELIAN	Due to oil leakage from drums in aft poop deck, crew used some sawdust to remove the oil but the oily sawdust remained there for a considerable period of time. This could lead to environment pollution in case of rain.	One gunny / bucket of sawdust and empty bucket with dust pan to be provided so that oily sawdust could be collected immediately without endangering the environment.	Y	Neg
TERMEH	3	SAPID	31/10/2020	13/11/2020	B.ABBAS ANCH.	B.ESMAELIAN	Charts and nautical publications are not updated. Latest correction rcvd on board was week 35/2020.	More cooperation and collaboration of Charts and Nautical Supplier is required to trace the vessel and Deliver the relevant Notices to Mariners.	Y	Neg
AREZOO	1	SAPID	13/11/2020	13/11/2020	BIK OPL	S.PIRNAZAR	During routine round in E/R ,chief engineer seen some spare parts have not been secured properly in 2nd engine room platform forward part.	All secured items should be checked regularly IN ENGINE ROOM.	Y	Neg

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ARSHAM	2	SAPID	15/11/2020	16/11/2020	BIK OPL	E.M.SEDAGHAT	WHILE VESSEL WAS AT KHUR-E-MUSA ANCHORAGE,DURING CH.OFF SAFETY ROUND, IT WAS OBSERVED THAT NEWLY RCVD OIL DRUMS BEEN STOWED NEXT TO RESCUE BOAT & LIFE RAFTS ON ACC. 2ND DECK WHICH OBSCURED THE FREE ACCESS TO MENTIONED SAFETY EQUIPMENTS.	ALL SAFETY EQUIPMENTS TO BE READY TO USE & THEIR ACCESS WAY NOT TO BE OBSCURED. -ALL STORE & SPARES TO BE STOWED IN SAFE LOCATIONS UNDER SUPERVISION OF RESPONSIBLE OFFICERS.	Y	Other
MENAN	6	SAPID	20/11/2020	20/11/2020	B.ABBAS ANCH.	M.M.FARAJI	WHILE THE VESSEL WAS IN DARGAHAN ANCHORAGE, THE CREW WAS ENGAGED IN LOWERING WIRE OF THE PROVISION CRANE , AN "AB" WAS WORKING WITH PROVISION CRANE WITHOUT WEARING SAFETY HELMET FOR THE SECOND TIME AND DID NOT CARE ABOUT SAFETY .	ALL THE CREW MEMBERS TO BE CHECKED FOR USING PROTECTIVE EQUIPMENTS BEFORE ATTENDING THEIR ASSIGNED DUTIES BY A RESPONSIBLE PERSON. -SAFETY SIGNS AND IMO SAFETY SYMBOLS TO BE POSTED NEAR THE PROVISION CRANE.	Y	Neg
GOLSAR	3	SAPID	07/11/2020	01/12/2020	AT SEA	H.AMIRI	At 07.11.2020,0800 hrs, The vessel underway at Bay Of Bengal, West bound while v/l was roll slightly .During cargo hold washing ,observed that Deck crew open both side of hatch cover pontoon while used extra lashing and stopper was not suitable and enough.	Such an operation should be carried out under supervision of responsible officer and with consent of Navigation Bridge. On board Training of crew should be done at intervals and prior any operation containing hazardous nature with considering best solution/operation as per instruction manual.	Y	Neg
GOLAFRUZ	3	SAPID	14/11/2020	15/11/2020	AT SEA	J.POORMAHDI	ON 2020/11/14 AT 16:30 SERH WAS FOUND ON STAIRWAY WITH BOTH HAND GUSY.	ALL HEAD OF DEPARTMENTS SHALL TRaine THEIR RESPECTIVE CREW FOR SAFETY PRECAUTION.THE RISKS OF ANY TASKS SHALL BE EXPLAINED THOROUGHLY	Y	Neg
GOLAFRUZ	3	SAPID	09/11/2020	10/11/2020	AT SEA	J.POORMAHDI	On 2020/11/09 at 16:30 while VSL passing the south of AFRICA and sea state was very rough one AB was walking on main deck alone .Chief officer after seeing this situation quickly called him and asked him to come to the accomodation.	In case of bad weather and heavy rolling as the risks are more common , all crew shall act more consiously . the risks shall be explained and warned by head of departments , more training required for new commers.	Y	Neg
PARNIA	1	SAPID	15/11/2020	15/11/2020	B.ABBAS ANCH.	H.BAHRAMIAN	ON 15.11.2020 @1000 WHILE VESSEL WAS AT B.ABBAS ANCHORAGE DURING ROUTINE SAFETY ROUND ON DECK, OBSERVED THAT ONE HYDRAULIC OIL DRUM HAS MINOR OIL LEAKAGE WHICH CAUSED SLIPPERY SURFACE ON UPPER DECK,AT THE TIME RESPONSSIBLE ENGINEER ATTENDED HYD. OIL AND TRANSFERRED INTO ANOTHER EMPTY BARREL AND THE AREA CLEAND BY SAW DUST.	HYDRAULIC OIL BARRELS SHALL NOT BE STOWED ON EXPOSED WEATHER WITHOUT ADEQUATE COVER & PRECAUTION.	Y	Neg
PARNIA	1	SAPID	07/11/2020	07/11/2020	B.ABBAS ANCH.	H.BAHRAMIAN	ON 07.11.2020 @1600 hrs crew were engaged in removing crane no.3 topping wire by aim of fwd winch, duty officer observe that one crew member was without safety helmet. Immediately Safety representative informed and operation stopped, crew briefing carried out as per risk assessment prepared by chief officer. All crew members worn to wear safety gears while they are on duty.	1-More training by safety officer regarding safe operation onboard carried out 2-Crew were instructed to follow safety procedures and risk assessment	Y	Neg
ARTMAN	2	SAPID	26/11/2020	26/11/2020	AT SEA	A.MIRABI	on 26.11.2020 , during emergency steering drill , All officers & crew were gathered at assembly station , in reasonable period after generating Emergency general Alarm ; except one of junior ratings , who with a wretched act of professional behavior of a crew member during an Emergency alert , attended with a long unjustifiable delay , while All officers & crew were waiting & accomplishment of drill was suspended due to his absence ; The mentioned crew memembr has been questioned about the reason & justified that he had been to steering room instead of attendance in Muster staion . Therefore the issue had been reported to the command center .	Adequate & ceasless training .  - Improving new generation staff's impression of their responsibilities , by their respective Head of department & other senior ranks .  - Encouraging all personnel & motivate them to pursuit an attitude of appropriate self discipline towards routine responsibilities , as well as Emergency tasks & duties .	Y	Other

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BEHSHAD	1	SAPID	19/11/2020	01/12/2020	B.ABBAS DRY DOCK	R.SHARIFI	ON 19.11.2020 WHEN THE VESSEL WAS AT PERSIA HORMOZ SHIPYARD UNDER REPAIR ON OF THE DOCK WELDING GANG WAS WELDING THE RAIN CHANNEL OF THE HOLD NO.3 BETWEEN THE PANTON AT THE CENTER LINE WHILE THE HATCH COVER WAS OPEN WITHOUT SAFETY HARNESS THIS WAS OBSERVED BY OFFICERS DURING SAFETY ROUND THE WELDING HAS STOPPED AND INFORM FORMAN / SRM AND WARNED TO WEAR SAFETY HARNES TO CONT. RESUME THE JOB	ALL WORKER BEFORE START THE EVERY SINGLE JOB ON BOARD MAKLE SURE FOR EDEQUATE SAFETY TOLLS FOR SPECIFIED JOB THE ARE PLANNED TO DO.	Y	Neg
AMINA	3	SAPID	20/11/2020	20/11/2020	INDIA W .COAST	S.MEHRDAD	On 2020.11.20 at 14:30 while crew were engaged on chipping by machine on Forecastle Deck, observed by master that one crew has made a circle by the machine shaft, at the meantime master ordered to stop and made straight it.	All personnel must be more trained by competent person, supervised by safety representative. All personnel must be reminded with content of AP code and ship's manual part 1 / sectio	Y	Neg
DALIA	4	SAPID	29/11/2020	02/12/2020	B.ABBAS	K.DELJOO	Vessel was berthed at B. ABBAS port. When Duty officer intended to do engine test, He called terminal for Picking up shore gangway for several times and duration of 15 minutes on VHF, but not received any response on agreed communication channel. After about 5 minutes later duty officer informed jetty man who was walking on jetty and asked him to answer the Radio and clear the shore gangway.	According to ship /shore safety check list both ship and terminal should be stand by on Radio communication system even after completion of cargo operation till final stage of ship being alongside. Doublification of this means by other equipments would be recommended.	Y	Other
DELICE	4	SAPID	03/12/2020	03/12/2020	BIK OPL	GH.REZAEIAN	Two members of crew were asked to open one fresh water tank manhole in steering room for the purpose of tank inspection. After opening the manhole, one of them had entered the tank without complying with entry into enclosed / confined space procedures.	The interval of " ENTRY INTO ENCLOSED SPACE & RESCUE OF A CREW MEMBER FROM A DANGEROUS / CONFINED SPACE " drill to be shortened to 1 month , particularly on tankers in order to make the matter bolder in personnel's mind.	Y	Neg
MAHNAM	3	SAPID	01/12/2020	01/12/2020	B.ABBAS ANCH.	B.BAHARMAST	WHEN WORKSHOP CAME ON BOARD AT 8:30 AM & JUST THEY WANT TO START THEIR HOTWORK ABOVE FUEL OIL TANK (MAIN DECK AFT,PORT SIDE UNDER LIFEBOAT) CH.OFF WAS IN THE SCENE , IMMEDIATELY STOP THE OPERATION	WORKSHOPS OR ANY PERSON DOING HOT WORK OPERATION BEFOREHAND SHOULD BE BRIEFED BY SAFETY OFFICER ,HOT WORK AREA SHOULD BE STABLISHED BY SAFETY OFFICER BEFORE DOING ANY HOT WORK OPERATION .HOT WORK PERMIT SHOULD BE STABLISHED BEFOREHAND.	Y	Neg
AYSAN	1	SAPID	20/11/2020	01/12/2020	B.ABBAS	M.GHASEMI KOMANI	On 20.11.2020 At 1530 Hrs Lt , in BANDAR ABBAS port , during cargo loading operation when crane lift jambo bags from truck , one of jambo bag's strope handle torn , it was likely to fall down on the stevedors who were handlig the cargo , craneman continued to shift that jambo bag with torn handle from jetty to inside the hold by making fast sling belt round the bag in an unsafe condition which could increase the risk of fall that lead to injury to persons or damage to ship	warning given to craneman to operate crane with more cautions at lower speed warning given to stevedors to not load any torn & damaged bag inside holds	Y	Neg
BAHJAT	2	SAPID	02/12/2020	03/12/2020	DAFENG	P.TOOBAEI	on 02-12-2020 during unberthing operation master instruct fwd station to single up to one head line. During conduting master's order chief officer notine tension on mooring lines.Despite mooring lines still was not clear,tug started to pull the vessel.Command centre be informed immediatly and by cooperation of pilot tug stopped pulling in time.	During Master and pilot exchange information sequence of operation to be reviewed.	Y	Other
PETUNIA	4	SAPID	17/11/2020	18/11/2020	BUSHEHR	M.GOHARDEHI	On 17.11.2020at1000 Hrs @ Bushehr While Deck Cadet was involving safety/fire patrol in company with duty officer suddenly his foot ankle twisted. immedaitly master informed and after onboard examition furthunatly no severe injury happend.	The important of suply and use of safety shoes with ankle protection disscussed in next safety meeting.	Y	Other



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PETUNIA	4	SAPID	25/11/2020	26/11/2020	B.ABBASD	M.GOHARDEHI	On 25.11.2020 at 1700 Hrs during unberthing operation @B.ABBAS while the A.B(SIAVASH SEDAGHATFARD) safety helmet fall out by wind due to safety helmet chin strapped was not used by him deposite of several pervious pointing out this matter by safety officer.	The condition of wire mod contamination to be observed by presons operating the winch and winch speed to be reduced in case of dirty wire came up from jetty in persence of person near by	Y	Neg
BAVAND	2	SAPID	03/12/2020	03/12/2020	AT SEA	A.DARVISH	On 2020.12.03 @ 08:30 during safety round of master on deck , master observed carpenter opening the boby hatch of hold no 2 , and wanted to enter inside the hold and inspect the blige without proper ventilation, Master stopped him and order to open hatch cover and let the hold ventilate proprly prior entering to hold no 2.	All personnel should informed bridge and duty officer before entering to a enclosed space -Before entering to holds , hold must ventilate for a while by opening hatch cover and whenever make sure the ventilation done , they can enter to hold. -All personnel has to do the job with proper cares & with taking safety measure.	Y	Neg
BAVAND	2	SAPID	27/11/2020	27/11/2020	PENGLAI	A.DARVISH	ON 2020.11.27 @ 15:00 while V/L was at penglai port , during last step of discharging , crew were engaged of cleaning trackway of hold no 5, master observed crew stand on the track ways of hold without any hardness and any securuing , the master informed the chief officer at the same time , operation stopped , and AB come down from trackway safely	always crew must wear PPE when working in dangrous area. -during cleaning of track way they should stay on a ladder or drum , and avoid standing or walking of trackway. -head of department & duty/off has to take care regarding safety measures for thair crew while on duty	Y	Neg
DARYABAR	3	SAPID	11/12/2020	11/12/2020	PARANAGUA ANCH.	M.ESFANDIARI	When one of crew using chipping machine on deck, he felt minor electrical shock. Fortunately nothing SERIOUS happen to him and chipping machine hand over to ele/off for further repaired.	this situation can lead to sever injury and dead due to electrical shock, before using any electrical machine elec/off should be informed to check all connection and equipment.	Y	Neg
MAHNAM	3	SAPID	10/12/2020	10/12/2020	B.ABBAS ANCH.	B.BAHARMAST	ON 2020.12.10 AT 1030 HRS AT B.ABBAS ANCHORAGE WHEN WORKSHOPS FOR PROVISION CRANE ON C-DECK PORT SIDE COME ON BOARD FOR REPAIRING HYDRAULIC JACK SEAL OIL LEAKAGE . WHILE WORKSHOPS DECIDED TO HAMMERING THE HYDRAULIC JACK PIN TO REMOVE THE PIN & FREE THE HYDRAULIC JACK .ONE SALOON CREW OBSERVED ON UPPER DECK BELOW THE PIN WHICH MAY FALL DOWN ON UPPER DECK.	ANY WORKSHOP COMMING ON BOARD THE PROCEDURE OF REPAIRING SHOULD BE EXPLAINED TO THEM .THEY SHOULD BE WELL BRIEFED & ENSURING THEY ARE WELL UNDERSTOOD ABOUT THE SAFETY REQUIREMENTS .	Y	Neg
DALIA	4	SAPID	03/12/2020	06/12/2020	B.ABBAS PORT	K.DELJOO	During departure of BANDAR ABBAS port and while crew was at aft station, they took tug's line and made fast to the ship's bits. Meanwhile when the tug was pulling the vessel and the tug's line was under intensive pressure, One of crew approached to the snapback angle of the tug's line to clear the tug's line messenger rope which was stocked under the tensioned rope. Fortunately rest of the crew gave him warning to keep well clear of danger area.	Crew which engaged in mooring operations should be well trained and familiar with rope/wire work, especially place of snap back area of the wire/ropes. Although the snap back area had been marked in this case but the mentioned crew neglect to comply the noticed and procedures in this regard.	Y	Neg
PARSHAD	2	SAPID	02/12/2020	03/12/2020	25 24.7 N,056 050.6E	F.MOHAMMAD NIA	During safety round on deck, safety officer observed that ETO 1 is working on crane's jib (NO.4) without using any safety protection and harness.	1.Risk assessment should be reviewed and followed strictly by concern party. 2.After issuing permit to work; job should be supervised with competent / responsible officer till job is done. 3.All ship's crew are obliged to act safely while they are doing their daily job.	Y	Neg

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HAMGAM	3	SAPID	01/12/2020	02/12/2020	PARADIP	I.TOOSI	As Engine Control was not on the bridge and Movements were ordered from Emergency stand by CH.ENG during berthing operation, while vessel was turing in turning circle area in the harbour, pilot ordered to D.S.Astern in order to stop vessel's headway and avoid risk of grounding but master noticed that Engine not responded and immediately called Eng. room to seek the reason, it was revealed that no signal received in Emergency stand for follow up, CH.ENG asked to put engine Telegraph back to stop position and again on D.S.Astern, fortunately signal received and engine responded, the fault has not happened any more and vessel berthed safely.	as long as engine control is not on the bridge and controlled by manpower in Emergency stand ,after any given order, Eng. RPM to be checked in the time to make sure Engine orders received by CH.ENG/duty Engineer in Emergency stand to avoid any delay in engine response.	Y	Other
BASKAR	2	SAPID	11/12/2020	19/12/2020	INDIA W .COAST	R.FALLAHPOUR	At 1420 hrs, vessel proceed to bandar abbas ,The master saw that the AB did not wear goggle was engaged in chipping on between hatch NO. 5 & 4 ,so he immediatly called him and told him to wear safety goggles.	The bosun is a safety represntative & also must be checked by pesonnel for safety before starting work	Y	Neg
DALIA	6	SAPID	14/11/2020	19/12/2020	LAVAN	K.DELJOO	M/E Failure During Unberthing:  Upon releasing all fore and aft mooring lines, having two tugs made fast alongside, movement of D.S.AHD oredred by pilot. Although RPM reached the 25, suddenly dropped to 10 and then zero and SLW DWN alarm activated.  The start air pressure also was dropping, and we waited for picking up the air pressure. Latter, M/E tried again and same was experienced.  The vessel developed 0.7 kts speed inside the basin resulted from tugs action and effect of current. In order to avoid vessel contacting the jetty on her starboard side or running toward a shallow patch on port side, requested for the 3rd tug to be Standby.  Meanwhile, chief engineer carried out inspection and recognised that the fault was due to LDU program malfunction, and Started to remodule the ECR LDU.  Later, 3rd tug made fast from forward centre lead, towing the vessel to the safe anchoring position.  Around 0600 hrs, requested port bow tug to cast off and shift to the astern and make fast from centre in order to control vessel's speed for safe anchoring.  Eventually, M/E problem rectified, started and tested and found satisfactory.  Pilot disembarked and tugs gone at 0636 hrs, so anchoring plan	Spare LDU to be tested during the sea passage, allowing time to settle the RPM. -Any re-programmed devices to be regularly checked and tested for proper functioning.	Y	OTHER
ARDAVAN	2	SAPID	18/11/2020	18/11/2020	B.ABBAS	A.ARMANDEI	DECK LIGHTING ON PORT SIDE NOT WORKING,SO MAIN DECK PORT SIDE IS DARK WHEN THE SHIP IS IN PORT AND IT IS UNSAFE.	BEFOR SHIP REACH TO ANY PORT,ELETRONIC OFFICER SHOULD CHEK ALL LIGHTING SPECIALLY ON DECK TO PREVENT DAMAGE TO VESSEL,CREW OR STEVEDORES DUE TO LACK OF LIGHTING.	Y	Neg

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ARDAVAN	2	SAPID	19/11/2020	19/11/2020	KWORE FAKAN	A.ARMANDEI	WHILE THE VESSEL WAS AT ANCHORAGE IN KHOWRE FAKAN OPL FOR BUNKERING,BUNKER BARGE WAS UNDERWAY TO MADE FAST TO VESSEL FOR BUNKERING,SHE COLLIDED BY VESSEL ON PORT SIDE.	TAKE SOUNDING OF TANKS AROUND THE DAMAGE PLACE,VISUALLY CHEK THE SHIP'S SIDE,INFORM HEAD OFFICE.	Y	Neg
ARDAVAN	2	SAPID	25/11/2020	25/11/2020	ARABIAN SEA	A.ARMANDEI	ON PASSAGE TO VIZAG,DURING NIGHT TIME DUTY OFFICER OBSERVED THAT SUDDENLY STEERING FAILED AND VESSEL TURNED SHARPLY TO PORT SIDE,SO HE CHANGE OVER TO HAND STEERING AND CHANGE THE TELE MOTOR,AT THE SAME TIME HE CALLED THE MASTER AND INFORM TO ENGINE ROOM.	DUTY OFFICER SHOULD COMPARE THE GYRO COMPASS AND THE MAGNETIC COMPASS FREQUENTLY.	Y	Neg
BEHDOKHT	2	SAPID	04/12/2020	07/12/2020	VIZAG PORT	A.BONYADI E.K.	Vessel was finished the cargo operation and waiting for port control call to obtain pilot boarding time. O.O.W presented in bridge and was on a normal conversation with onboard security guard. Suddenly they observed that the pilot boat is approaching from the sea side. He called the port control to figure out why the pilot is coming without any pre-notice from port control. Although, neither of O.O.W and security guard heard any related calling via VHF, port control claimed that, they have called the ship for many times. -Further investigation showed that duty officer did not hear the port control calls while he was busy to talk With security guards.	Master warned all officers to avoid any unnecessary discussion on bridge and maintain a sharp listening to VHF at all time as per rule 5 & master standing orders, since careless of reporting in some places, specially while approaching to ports and reporting line may cause severe penalty to the ship .	Y	Neg
BEHDOKHT	2	SAPID	01/12/2020	02/12/2020	VIZAG PORT	A.BONYADI E.K.	During the port stay in VIZAG and when the cargo operation was ceased, O.O.W attempt to warp the ship to adjust the accommodation ladder position and make the mid draft free of fender for e Master and CH/OFF were not informed by duty officer and he wanted to carry the job only by his two watch man.	Master warned the officers to perform warpping operation even for short distance by informing master and following established rules.	Y	Other
BEHDOKHT	2	SAPID	19/11/2020	20/11/2020	VIZAG ANCH.	A.BONYADI E.K.	While ship was approaching to VIZAG anchorage for dropping anchor. Master instructed O.O.W to call E.T.O and carpenter to attend forward for preparing the windlass for operation. Due to lack of knowledge, O.O.W called E.T.O 3 in cabin and E.T.O 3 also was not briefed to inform his senior officer and proceeded to anchor station alone and attempt to run and change over the pump without enough Knowledge of system. As the main hydraulic valve was closed, by running the pump, excessive load exerted to Aux.ENG and nearly Coming black out in the middle of maneuvering. Fortunately preparing the windlass was well before entering the traffic / Anchorage and problem rectified and Vessel anchored safely.	All officers were instructed to call only E.C.R for any cases during maneuvering. - E.T.O s also ordered by CH/ENG to ensure proper operation of both windlass always at least one day before approaching to ports.	Y	Other
ARTARIA	3	SAPID	03/12/2020	03/12/2020	Yangjiang PORT	Mohammad Firoozi	On:2020/12/03 at :1615 hrs while vessel was in port of discharging Yangjiang(china port) 2nd/officer and crew opened all hatches one by one while opened hatch no:1 flixable hyd.pipe suddenly disconnected from place to control panel and oil spilled on deck & made the surface slippy. 2nd/officer immeditely informed hydralic pump shut off.SOPEP eqimpment utilized & crew engaged in cleaning & collection of oil. Fortunately scuppers were plugged in and spill was contained on board brocken flexible pipe changed with new one by ETO & no incident occured.ممنم	Maintenanced of Hyd.pipes to be made at regular intervals by ETO	Y	MB

FLEET CASUALTIES

VESSEL'S NAME	SM	COMP ANY	DATE	VOYAGE NUMBER	PLACE	NAME OF MASTER	CODE	Category	BRIEF DESCRIPTION	CAREGORY	Reported MD
PARSHAN	1	SAPID	24/Sep/20	S4-2526	B.ABBAS ANCH.	SH.SHARIFI	13.8	1	BACK MUSCLE CRAMPS AND BACK PAIN THE PERSON IN THE PROVISION STORE SUFFERED CRAMPS AND BACK PAIN DURING DAILY WORK AND GRADUALLY THE PAIN INCREASED.	LSI	
BATIS	2	SAPID	28/Sep/20	S6-2198	AT SEA	H.DELBARY	13.8	1	ON 28.09.2020 AT 09:30 hrs Lt. While vessel enroute toward B.ABBAS. Mr AMIR SABER BAGHI (SALN 1 ) & another steward (Mr ABOUZAR MASOUDI LIFKOUEI ) were engaged to distribute mineral water for all crew . His left leg ankle sprains & twisted between steps.	LSI	
BATIS	2	SAPID	26/Sep/20	S6-2198	JIANGYIN	H.DELBARY	13.8	1	ON 26.09.2020 AT 11:00 hrs Lt. While vessel enroute toward B.ABBAS. Mr M.MAHMOUDIANBALADEHI ( CH / OFFICER ) & BOSUN (Mr H. ALBOBALALI ) were engaged to arrange & shift stores & spare parts on "A" Deck aft of accommodation by mono rail crane , chief officer right hand middle finger stocked between pallet & wall .	LSI	
MIAMI PRIDE	2	SAPID	18/Oct/20	ODD-0003	ZHOUSHAN	B.A.SAFAEI	13.7	1	While he was working with high pressure washing machine , his shoes fragmented by water jet , and his finger has been injured and has been swollen	SI	
ABBA	1	SAPID	04/Nov/20	S4-2495	BUSHEHR	A.KARIMI	13.7	1	On 2020.11.04 at 09:10 hrs during arrangement for making fast the security guards' boat into ship bosun's elbow enjured.	SI	
HAMGAM	3	SAPID	10/Nov/20	S6-2240	B.ABBAS	I. TOOSI	13.8	1	While brooming surrounded area of Auxiliary engine No.1, small particle has gone into his left eye as fan was running in the vicinity. Eye irritation and redness	LSI	
ATEELA 1	4	SAPID	12/Nov/20	ATL/106/796	B.ABBAS	S.M.MOUSA VI	13.7	1	WHILE THE VESSEL WAS PREPARING FOR UNBERTHING AND MAKING FAST TUG LINE BY PULLING IT ON BOARD, HE FELT PAIN AT HIS BACK, LATER THE PAIN INCREASED.	SI	
ROSHAK	2	SAPID	16/Nov/20	S6-2249	SARROJ	S.J.MOOSAVI	13.8	1	During shiftin of vessel by mooring line in fwd direction. As he was monitoring the mooring lines lines,sudently mooring the spring line which was around the bollard moved out and hitte d his right leg. i.	LSI	
DELICE	4	SAPID	29/Nov/20	S7-0254 D5	AT SEA	GH.REZAEIAN	13.7	1	While CH/ENG was working on A/C compressor NO.2 which had a small leakage from v/v before air drier ,the v/v gland hits his hand and face,causing his left hand wrist to swell.	SI	
GANJ	3	SAPID	04/Jul/20	S6-2202	AT SEA	A.BADRI	13.7	1	While 3RD ENG Was Working In Engine Room Attending Generator ,Due Losing control,Suddenly he lost his control and his right leg Slipped consequently he felled down	SI	
BATIS	2	SAPID	11/Dec/20	S1-0155	ASALUYEH PORT	M.KHOSHI	13.8	1	WHILE THE VESSEL WAS AT ASSALUYEH ANCHORAGE AND WAITING FOR BERTHING INSTRUCTION,THE MENTIONED PERSON ALONG EITH THE REST OF OTHER CREW MEMBER ENGAGED IN OPENING TST TANK MANHOLE FOR INSPECTION , HE FELT SEVER PAIN IN HIS RIGHT ELBOW WHEN HE WAS HAMMERING ON MANHOLE DOOR.	LSI	

