

3RD QUARTER CASUALTY AND NEARMISS REPORT 1400

Ref: DMA/IA02/01/C1171

Date: 2022.05.26

In The Name Of God

Dear Captain

Good Day

*Pl's find attached file "**3RD QUARTER CASUALTY AND NEARMISS REPORT FOR 1400**" for your kind attention and necessary precaution measures.*

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

Best Regard

H. NIKFARD

Safety & Security Expert

ISM / ISPS Group DMA (HSQE)

FLEET CASUALTIES

VESSEL'S NAME	SM	COMPANY	DATE	VOYAGE NUMBER	PLACE	NAME OF MASTER	CODE	Category	BRIEF DESCRIPTION	CARE GORY	Reported MD
PARSHAD	1	SAPID	26/9/2021	S6-2358	DAFENG	CAPT. YURIY MOROZOV	6.3	2	VERTICAL LADDER HOLD NO.1 BROKEN AND TENDED.	LSC	
ARTMAN	2	SAPID	29/9/2021	S6-2376	PHUKET DEEP SEA PORT	CAPT.M.R. ANSARIYANKHAH	7.1	2	AT 1050 HRS, DURING LOADING 4 PCS MDF BUNDLES BY SHIP'S CRANE INTO HOLDNO.1.MOVING BUNDLES ON SLING HITTED TO STOWED MDF BUNDLE AND IT CAUSED DAMAGE TO TOP CORNER OF ONE BUNDLE. SIZE OF DAMAGE:15 CM X 15 CM X 15 CM	LSC	
ARTARIA	3	SAPID	01/10/2021	S6-2377	B.ABBAS	CAPT. IGOR. USOVYCH	6.3	2	GRAB NO 2 SIDE BLADE.& BOLTS CRACKED & DEFORMED.	LSC	
AYSAN	1	SAPID	01/10/2021	S4-2635	KANDLA	CAPT.A.R.KARIMI	6.2	1	ON 2021/10/01 AT 0900 AIR VENT WHEEL (OPEN/CLOSE WHEEL) BETWEEN # 2 & PORT SIDE HAS BEEN DAMAGEE AND BROKEN DURING PUTING NET ON # 2&3	LSC	
GOLSAN	1	SAPID	01/10/2021	S4-2628	BIK	CAPT.R.SHARIFI	6.3	2	During Discharge of PET COKE in BIK port with ships crane & shore grabs in second day of discharge (11.10.2021 - 16:15) hoisting wire of crane No. 3 has been damaged during discharge while one of the operator of stevedore company was working on the crane, wire strand torn apart & need to renewed with new one.	LSC	
AREZOO	1	SAPID	05/10/2021	4-2634	AT SEA	CAPT.B.SABERI ASHRAFI	13.5	1	ON 05.10.2021 at 03:30 hr while approaching to JASK, 3rd eng inform captain that 2nd/eng not answer for manouevering. Captain instruct 2nd/off to check the condition of 2nd/eng meantime master called ch/eng but he did not answer. 2nd/off informed the master that 2nd/eng looks not good then master and 2nd/off get ch/eng's cabin and found him laid down in the bathroom. master check his pulse and eye by flash light but he didnot react to light. master give order to 2nd/off to be with 2nd/eng in his cabin. immediately master called the port by vhf and request doctor. doctor boarded at 05:30, after checking ch/eng he proved that he is dead and 2nd/eng must immediately send to hospital. then 2nd/eng with OS disembarked for transferring. at 07:00 boat return the body of 2nd/eng and he is dead too.	VSC	
ARTIN	3	SAPID	11/10/2021	S6-2382	Red Sea	Capt.M.R.Shanbedi	13.7	1	On 2021.10. At 1600 Hrs Lt. While he was engage on daily job on deck at forecstle , Carpenter was cutting and welding on windlasses at forecstle due to the fact that he had safety glasses , but unfortunately some pleats enter his eye, meanwhile carpenter realizes this matter and informed chief officer.(M.R.GHORBANI - ok1649)	LSI	
AYSAN	1	SAPID	12/10/2021	S4-2635	B.ABBAS	CAPT.A.R.KARIMI	6.3	2	ON 2021/10/12 AT 2300 WHILE PAY LOADER WAS WORKING IN HLOD NO 3 .IT FOUND BY DUTY OFFICER THAT PAY LOADER DAMAGE TO # NO 3 LOWER HLOD LADDER.	LSC	
AYSAN	1	SAPID	14/10/2021	S4-2635	B.ABBAS	CAPT.A.R.KARIMI	6.3	2	ON 2021/10/14 AT 01:00 WHILE PAY LOADER WAS WORKING IN HOLD NO 1.IT FOUND BY DUTY OFFICER THAT PAY LOADER DAMAGE TO # NO 1 LOWER HOLD LADDER.	LSC	
MIAMPRAIDE	2	SAPID	15/10/2021		INDIAN	CAPT.P.SUMANTA	13.7	4	WHILE WORKING WITH THE GRINDING MACHINE. THE GRINDER PLATE BROKE AND A PART OF GRINDER PLATE HIT ON HIS LEG CAUSING CUT ON HIS LEG RESULT IN BLEEDING. RESULT:SUFFERING FROM BLEEDING AND PAIN,(RAM SINGH MALIK-PC NO:DS2337)	SI	
ARTARIA	3	SAPID	16/10/2021	S6-2377		CAPT.IGOR USOVYCH	6.3	2	THE HOLD NO.1 HATCH COVER SAFETY LINE SHOES HAD BEEN DAMAGED AND COMPLETELY DESTROYED BY GRAB DURING CARGO OPERATION.A COMPETENT WORKSHOP REQUIRED TO FABRICATE A NEW ONE.	LSC	
ARTARIA	3	SAPID	17/10/2021	S6-2377	B.ABBAS	CAPT.IGOR USOVYCH	6.3	2	HOLD NO 1 AIR SAMPLING POINT IS SEVERLY DAMAGED AND COMPLETELY BENT BY GRAB DURING CARGO DISCHARGING IN B.ABBAS JETTY NO 1.THE DAMAGE REQUIRES COMPETENT WORKSHOP TO ATTEND.	LSC	
TERMEH	3	SAPID	17/10/2021	DD-0017	B.ABBAS	CAPT.M.SERESHTI	13.8	1	WHILE ENGINE STAFF WERE CLEANING THE BOILER HOT WELL AND TRANSFERRING THE HEATED HFO(TEMP ABOUT 60 DEGREE) TO SLUDGE TANK BY USE OF WELDEN PUMP. THE PIPE WAS RAPTURED.2ND AND 4TH ENG SUFFERED BY SPLASHES OF HOT OIL TO THEIR FACE AND BODY.(MAJED MONEMIZADEH-PC NO:145843)	SI	
BASKAR	2	SAPID	18/10/2021	S6-2391	HKT/BKM	OLEKSANDR NOGAYCHUK	13.8	4	HIS WORDS: AT 10:00LT I WAS WORKING IN ACCOMMODATION.WHEN I WAS COMING UP IN STAIRWAY,SUDDENLY I LOSSEED MY CONTROL & WAS FALLING DOWN. THEREFORE I HITTED MY HAND TO RAIL (FENCE) &MY FINGURE WAS INJURED & FEELED PAIN.(HAMIDREZA RASTGOU-PC NO:171358)	LSI	
ARTARIA	3	SAPID	19/10/2021	S6-2377	B.ABBAS	CAPT.IGOR USOVYCH	6.3	2	GRAB NO 1 POCKET IS DEFORMED ON ITS DOWN PARTS WHICH TOUCH THE SHORE HOPPER .THE DAMAGES REQUIRE COMPETENT WORKSHOP TO RECTIFY.	LSC	
KIAZAND	2	SAPID	24/10/2021	S6-2371	PORT LANSHAN, CHINA	CAPT BAL KRISHNA YADAV	6.3	2	At 0930 hrs on 24 Oct 2021 it is notice that the round bar (05 pcs) and side frame (abt 02 feet)of vertical ladder (below fwd Australian ladder) is uprooted and damage by the excavator machine while collecting cargo in cargo hold no. 5. Some photo is attached for records.	LSC	

FLEET CASUALTIES

ROSHAK	2	SAPID	24/10/2021	S6-2390	B.ABBAS JETTY 20	CAPT. A.R.MOSTAFAEI	13.7	4	On 2021/10/21 at 08:08 hrs while Mr. KHOSROU DEHGhani (PC No. 337740) who was working in galley, stepped out to bring some items, slipped and fell down on the entrance sill & while falling down, his hand (palm) hit the floor & hurt.(KH. DEHGhani-PC NO:337740)	LSI
ARDAVAN	2	SAPID	31/10/2021	S6-2401	LAEMCHABANG/	CAPT.V.KHYTRYI	7.1	2	ON 31.10.2021 AT 0940 THAT OBSERVED IN HOLD NO.4 NUMEROUS MDF BUNDLEWHICH LOADED IN PREVIOUS PORT(SONGKHLA/THAILAND) BADLY DAMAGED(BUNDLES ARE BEND AND THE EDGE OF MDF BOARDS ARE BROKEN)	LSC
ARTMAN	2	SAPID	31/10/2021	S6-2406	B.ABBAS	CAPT.ANSARIYANKHAH	6.3	2	AT 2135 HRS ON 31.10.2021 PASSING SLING WITH 6 PCS BILLETS (12.6 T) WAS HIT TO PORT SIDE HAND-RAILING FOR NO.1 HATCH COMEING AND CAUSED TO BENDHAND-RAILING. THE SIZES OF IRON DAMAGE ARE AS FOLLOW:-1- 1 INCH PIPE 28.5 CM WITH BEND 2 PCS, 1 INCH PIPE 63 CM WITH BEND 2 PCS2- 2 INCH PIPE 102 CM WITH BEND 1 PC3- FLAT BARS 2 CM X 105 CM 3 PCS	LSC
TERMEH	3	SAPID	02/11/2021	s6-2407	asaluyeh	CAPT.M.SERESHTI	13.7	1	Pls be informed at about 08:10hrs iran time , ETO, mr.tymaz bakhish , pcn 177950 and elecnc cadet was working /fixing on , one of engine room's smoke detectors They use a portable ladder to access the detector in the height of about 4 meters, they used the body of engine room over head crane as a holding point for ladder in order to reach to the detector , ETO climbed on the ladder , Which latter the ladder slipped and caused him to fall down his face/jaw and arms stroke to the spare exhaust valve (near the working place) his jaw and lips injured and front tooth broke into parts.(TAYMAZ BAKHISH-S6-2407)	SI
KIAZAND	2	SAPID	05/11/2021	S6-2410	LANSHAN TO PHUKET	Capt. Bal Krishna Yadav	13.7	1	At abt 1430 hrs. on 05 Nov 2021 while shifting cargo residue drum on deck Mr. Naser Asghari Niari, AB, PC no. OK8782 has got cut in middle finger of Right hand. The nail has got uprooted along with some tendon. The first aid has been given. The cut tendon of the finger cleaned thoroughly with Betadine tincture and set in the place. The finger has been closed with sterilized gauzes. He has been administered with Tab Declofenac 100mg and Amoxicilin 500mg @ TDS. It was observed that the Naser Asghari Niari, AB was working with his PPE under close supervision of Bosun. (Naser Asghari Niari - PC NO:OK8782)	SI
AVANG	2	SAPID	07/11/2021	S6-2380	BANDAR IMAM KHOMEINI	Capt. AMIR BONYADI	6.3	2	in 07.11.2021 @ 00:30During discharging in hold #4 fork lift hit forward ladder and its guard. Ladder bent to 150 cm extend of damage and bent.plate of guard of ladder to 60 cm extend of damaged and torn	LSC
ARIES	3	SAPID	07/11/2021	S6-2405	MINA SAQR TO SHUAIBA	CAPT IRAJ TOOSI	13.8	1	WHEN ELEC OFF 1 WAS WORKING ON HYDROLIC JACK ON FRONT OF STBD SIDE OF HOLD NO 3, FOR OVERHAULING THEREFORE JACK FALL ON THE MIDDLE RIGHT FINGER , THE FINGER PROTUBERANT & PAINFULL(M. MIKAILY: PC NO:168906)	LSI
ARTARIA	3	SAPID	10/11/2021	S6-2399	BND to MAGDALLA	CAPT.IGOR USOVYCH	13.7	1	While the vsl proceeding toward MAGDALLA, the engine department was overhauling the spare EXH V/V of M/E. They were freeing the stuck piston inside the boy with the using of air pressure. suddenly the piston released and 3rd/Eng right & left hand's thumb injured(HAMID SAEEDI: PC NO:142378)	SI
ARSHAM	2	SAPID	11/11/2021	S6-2394	AT SEA	CAPT.Y.KROTENKO	6.1	4	When the vsl was passing from south china sea, for several days in a row, the sea was very stormy & the weather was so bad & rough. swell about 4 mtrs (coming up on the main deck) & vsl experienced excessive rolling & pitching up to 20 degrees, which caused to damage to the bunker davit's wire & the hook (which were correctly secured). The wire is now torn from the top of the hook & due to heavy rust on hook it's out of order .as attached pic.	LSC
ARIES	3	SAPID	13/11/2021	S6-2415	MINA SAQR (UAE)	CAPT IRAJ TOOSI	13.8	1	When he was on duty (cargo operation watch on deck) , while passing from a cross deck ladder suddenly slipped down from few steps to the main deck,after that he felt back pain and muscle cramp.	LSI
BAVAND	3	SAPID	13/11/2021	S6-2373	DAFENG (CHINA) TO SONGKHLA (THAILAND)	Capt.F.Rabie	13.7	1	When the 2nd/engr engaging to repair a piece of fwd winch by millingmachine in eng workshop, suddenly the bolt for part of fwd winch osculate the 2nd eng left hand finger ,afford rift on his finger .(HAMID DOREH- PC NO:174387)	LSI
ARTARIA	3	SAPID	15/11/2021	S6-2399	MAGDALLA ANCHORAGE	CAPT.IGOR USOVYCH	6.3	2	I have to bring to your attention to the crane operators during discharging of our vessel by ship's cranes & grabs touching of crane hooks the coamings & Hatch covers. On numerous remarksfrom Ch. Officer & Duty Officer the Forman & crane operator do not react. As a result,on 15.11.2021 at 10:20 hrs LT the Hatch cover of C. Hold No. 3 was damaged by hook andwatertight of C. Hold was severely violated .	LSC
ARTARIA	3	SAPID	17/11/2021	S6-2399	MAGDALLA	CAPT.IGOR USOVYCH	6.3	2	ON 2021.11.17 AT 08:00 WHILE V/L WAS AT MAGDALLA ANCHORAGE AND DISCHARGING. IN PROGRESS IT HAS BEEN OBSERVED THAT DUE TO MISHANDLING OF CRANE BY CRANE OPERATOR THE GRAB AND CRANES HOOK BANGED THE SHIPS HATCH COVER AND CAUSED SERIOUS DAMAGE TO HATCH COVER NO.2 WHICH RESULT IN THE WATERTIGHTNESS OF HATCH COVER TO BE AFFECTED .THE DAMAGE REQUIRES COMPETENT WORKSHOP TO BE ATTENDED AND BE RECTIFIED.	LSC
ELYANA	1	SAPID	20/11/2021	S4-2612	BIK	CAPT.SH.SHARIFION	6.3	2	On 19.11.2021 while crane operator were engaged in discharging phosphate rock in bulk by grab, due to mishandling of operator stanchion of australian ladder has broken and damaged.	LSC

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AYSAN	1	SAPID	22/11/2021	S4-2607	B.ABBAS ANCH	Capt.ALIREZA KARIMI	13.7	1	On 22.11.2021 At 1620 It , while vsI at B.ABAAS PORT (BARCO) welder checking the steel plate in bosun store he opened the lashing of steel plate alone ,it caused steel plates fall on his hand so that it hurt his both hand thumb and send to Hospital for further medical treatment.(SEYEDMOSLEM NEMATOLLAHI- pc No: OK9398)	SI
AVANG	2	SAPID	27/11/2021	S1-0167	Bandar Imam Khomeini	Capt. Amir Bonyadi E.K.	6.3	2	in 26.11.2021 at 17:00, Despite of protest issued in date 23.11.2021 against mishandling of crane driver, @1700 after completion of discharging of hold #3, duty officer noticed that the cap of battery space of remote grab working on hold #3. is broken from hinges and missed during discharging cargo.(due to mishandling of crane driver) Extent of damage: (steel plate cap: 28cm X 31cm X 4mm) with two hinges.	LSC
GANj	3	SAPID	01/12/2021	S6-2370	SAO FRANCISCO	CAPT.O.ZATISHNIAK	6.3	2	Hatch covers NO5 both sides, PORT and STBD drain channel s were damaged by crane hook and grab This is essential part of hatch cover water tight integrity element.	LSC
ANDIA	3	SAPID	02/12/2021	LAY-0026	INDIAN	CAPT.M.KHOSHI	13.8	1	Left eye pain,swelling and redness during welding jobs due to wind.(IRSHAD AHAMED-PCNO:DS6361)	LSI
ARVIN	3	SAPID	04/12/2021	ODD0023	B. ABBAS SHIPYARD	CAPT.POUR KAZAMI	13.7	1	On 04.12.2021 at 0800hr, AB Amin Habibi went inside CH-6 to take over his painting job from previous working crew.While climbing down the ladder as he reached bottom step, his right feet slipped due to which he had injury in his feet.Due to swelling and pain in his feet he can not walk.(AMIN H. JAFROUDI-PC NO:OK1709)	SI
ROSHAK	2	SAPID	06/12/2021	S6-2408	CAOFEIDIAN	CAPT.A.R.MOSTAFAEI	6.3	2	ON 06.12.2021 DURING DISCHARGING OPERATION (PIG IRON) BY SHORE CRANES AND GRABS , DUE TO MISHANDLING OF CRANE OPERATORS , THE CARGO FALL OUT FROM GRABSON MAIN DECK ,GANGWAY ,COAMING,FIRE HYDRANT SO THE FOLLOWING DAMAGES OCCURED :1- THE WHEEL OF FIRE HYDRANT BROCKEN 2-ONE OF FIRE BOX BROCKEN 3- THE BOX OF PORTSIDE GANGWAY'S MOTOR BROCKEN 4- THE STANCHION OF SHORT LADDER BROCKEN 5-THE PIPE OF PORTSIDE BULLWARK DAMAGED & BENDED	LSC
ARTARIA	3	SAPID	06/12/2021	S6-2416	B.abbas anch.	Capt.I.USOVYCH	13.8	1	On date 06.12.2021 the oilers instructed to clean spare part room. they picked up a wooden box of spare part which was not too heavy but MR.HADI EGH DAM BENA HKOHAL feel severe pain on his back. (HADI EGH DAM-PCNO.ok1588)	LSI
GANJ	3	SAPID	08/12/2021	S6-2370	SAO FRANCISCO	CAPT.O.ZATISHNIAK	6.3	2	While taking round by duty officer damage in cargo hold no 2 was found as follow: Stanchion of strait ladder station is broken by excavator which is working in that hold.	LSC
PARISAN	2	SAPID	09/12/2021	S6-2365	BIK PORT	capt.SH.AZIZOV	13.7	1	on 12-09-2021 at 0830 during mooring operation,right hand of above crew hit by the handle of port mooring winch. finger broken with sever pain(Ebrahim imani shamir-PC no.ok2365-AB)	SI
ARTMAN	2	SAPID	13/12/2021	S6-2406	Xin Ming Zhou port	Capt.ANSARIYAN KHAH	6.3	2	During discharging steel billets by No.1 ship's crane. crane operator hit 9 pcs s. billets on sling to ship's hand railing at 1530 hrs. Sbd side hand railing near No.2 hatch was dented. Materials to be renewed: Pipe 1 3/4 inch x 240 cm 1 Pc, Flat bar 7 cm x 105 cm 1Pc, Flat bar 7 cm x 75 cm 1Pc	LSC
ROSHAK	2	SAPID	16/12/2021	S6-2408	B.ABBAS		13.7	1	ON 24.11.2021 AT 03:00 THE GALLEY BOY WAS SMOKING ON HIS BED WHEN HE WAS SLEEPY , SUDDENLY HE SLEPT & THE CIGARETE FALLING DOWN FROM HIS HAND ON BLANKET, SO THE BLANKET CATCHED FIRE & HIS RIGHT LEG BURNED(M.H EFTEKHARI GHOOBAR- PCNO:OK9566)	SI

NEAR MISS reports for 1390-91(Negligence)

Vessel	SM	COMPANY	Date Occurred	Date Report Received	00/1/1900	Master	Brief Description	Recommendation by Vessel	Validity	Category
ATELLA 2	4	SAPID	16/10/2021	30/9/2021	khalij fars jetty	capt.j.rezaei	at 0400 watch man realized that the bit that 2 headlines were fastened with is removed from jetty and broken and ship doesnt have any head line. immediately port control were called and ship crew shifted the head lines to other bit and made them fast.	moorings to be checked continuously	Y	
DELBIN	4	SAPID	13/10/2021	08/10/2021	TASUCU ANCHORAGE(TURKEY	CAPT.G.R.REZAEIAN	During receiving lub oil, engine staff come to main deck without appropriate PPE and endanger safety.	PROPER RISK ASSESSMENT TO BE DONE AS ROUTINE DAILY JOB PROCEDURE AND REGULATION OF COMPANY REGARDING SAFETY EXPLAINED	Y	
DARYABAR	3	SAPID	16/10/2021	16/10/2021	SHUAIBA ANCHORAGE	Capt.ALIASGHAR.HAJJAFARI	Whilst vessel at SHUAIBA ANCHORAGR , 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.	Y	
MIAMIPRIDE	2	SAPID	16/10/2021	16/10/2021	B.ABBAS	P.SUMANTA	VSL AT B.ABBAS ANCHORAGE,WHILE TAKING SAFETY ROUND ON DECK CHEIF OFFICER FOUND THAT SEVERAL CAPS OF SOUNDING PIPE OF FUEL OIL TANKS WERE OPEN BEFORE ALSO ALREADY 2 TIMES VERBAL INSTRUCTIONS GIVEN TO 4TH ENGINEER THAT IT IS NOT SAFE WORKING PRACTICE BUT STILL SAME INCIDENT HAPPENED AGAIN.	ALL ENGINE DEPARTMENT INCLUDING ENGINEERS AND RATINGS BRIEFED UPON THE INCIDENT TO CONDUCT SAFE WORKING PRACTICE REGULARLY TO AVOID SUCH THING HAPPEN IN NEAR FUTURE	Y	
MIAMIPRIDE	2	SAPID	16.10.2021	16/10/2021	B.ABBAS	P.SUMANTA	VSL AT B.ABBAS ANCHORAGE,WHILE TAKING SAFETY ROUND ON DECK CHEIF OFFICER FOUND THAT SEVERAL CAPS OF SOUNDING PIPE OF FUEL OIL TANKS WERE LEFT OPEN BEFORE ALSO ALREADY 2 TIMES VERBAL INSTRUCTIONS GIVEN TO RESPONSIBLE ENGINEER THAT IT IS NOT SAFE WORKING PRACTICE BUT STILL SAME INCIDENT HAPPENED AGAIN.	1.ALL ENGINE DEPARTMENT INCLUDING ENGINEERS AND RATINGS BRIEFED UPON THE INCIDENT TO CONDUCT SAFE WORKING PRACTICE REGULARLY TO AVOID SUCH THING HAPPEN IN NEAR FUTURE 2.RELEVANT RISK ASSESSMENTS TO BE ISSUED AND REVIEW AS THE TIME OF ACTIVITY. 3.CONTINUES SAFETY ROUND MUST TAKEN BY SAFETY & RESPONSIBLE OFFICER TO OBSERVE SUCH NON CONFORMITY WITH SAFETY MATTERS AND ENCOURAGE THE PERSONNEL TO HAVE SAFETY IN MIND TO IMPROVE THE CULTURE OF SAFETY AMONG THE SHIP STAFF .	Y	
DARYABAR	3	SAPID	18/10/2021	18/10/2021	SHUAIBA ANCHORAGE	Capt.ALIASGHAR.HAJJAFARI	Whilst vessel at SHUAIBA ANCHORAGR , on above mentioned date , During safety inspection by 2nd officer from main deck area , its observed that one of deck crew was assigned with de-rusting 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.	Y	
NESHAT	1	SAPID	18/10/2021	18/10/2021	B.Abbas		Chief Officer found the FWD Station without illumination during night time , while he presented at FWD Station for anchoring .	FWD & AFT Station should be check for their illumination during day time and before anchoring/mooring operation	Y	
PETUNIA	4	SAPID	25/11/2021	18/10/2021	BUSHEHR ANCHORAGE	CAPT.HOUMAN FALLAH	While the vessel was at anchored in bushehr anchorage and awaiting for berthing instruction for discharging cargo on 18.10.2020 at 02:30 duty officer observed sign of Drugging Anchor and immediately inform master / ENG Room/Anchor party and fortunately by Awareness of duty officer early action made and no incident happened.	Weather condition to be monitor more frequently by different means(as made in this case) The O.O.W to monitor the ship's position by diffrenet method (as made in this case).	Y	
ARSHAM	2	SAPID	27/10/2021	19/10/2021	B.ABBAS	Capt.Y.Krotenko	WHEN THE WORKSHOP MANS WANTS TO LEAVE THE VESSEL,THE DUTY OFFICER INFORMED BOSUN TO PREPARE PORT SIDE GANGWAY. WHEN BOSUN AND ONE AB CAME FOR PREPARATION OF GANGWAY SUDDENLY MASTER SAW THE BOSUN AND AB ARE PREPARING THE GANGWAY WITHOUT ANY PPE.	A Training Class hold by CH/OFF for all crew regarding safety measures and importances of using PPE as per Safety procedures manual (safety movement o/b) , A.P code and good seamanship.	Y	
ARIES	3	SAPID	04/11/2021	21/10/2021	VESSEL IN BIK PORT	CAPT. IRAJ TOOSI	WHILE VESSEL DURING DISCHARGING THE CARGO, A B WAS DURING SWEEP ON THE HATCH COVER FOR REMOVE THE CARGO ON HOLD , THEREFORE HE DIDNOT PUT ON SAFETY HARNESS WHILE HE WAS EXPOSED TO FALL IN THE HOLD. ,DUTY OFFICER WARNED HIM IMMEDIATELY	BEFORE DOING ANY JOB BY DECK CREW ,SAFETY REPRESENTATIVE SHOULD BE INFORMED AND ASKED FOR THE SAFETY PROCEDURES AS PER SMS.	Y	
ARTAVAND	3	SAPID	22/10/2021	22/10/2021	At Sea	CAPT.S.R.SAJJADI	DURING SAFETY OFFICER'S ROUND ON MAIN DECK , HE SAW ONE DRUM IN CROSS DK BETWEEN HOLD NO.5 AND 6 IS NOT FULL(OLD DRUM) AND IS NOT WELL STOWED AND HAVE LEAKAGE.	DURING TRANSFERRING AND SECURING THE DRUM FOR SOME WEEK ON DECK AND ANY PLACE ,MAKE SURE NEW AND SAFE FULLY DRUM USED DUE TO PREVENTING LEAKAGE ON DECK.	Y	
AREZOO	1	SAPID	30/10/2021	30/10/2021	B.ABBAS	CAPT. B.SABERI	On 30.10.2021 at 11:30 While deck welder was engaged to cutting some plate for fabricating box in 'A' deck area that bags of charcoal was in vicinity without proper cover, some spark falling in bags and he left the place. after 10 minutes when bosun rounding in poop deck find smoke in 'A' deck that immediately call bridge and another crew on deck, then start to control fire with use fire extinguisher, drum of water and rigging fire hose, same time duty officer by master ordered to start fire pump, fire extinguished by sprinkling of water on charcoal.	Ship staff collected remained parts of charcoal on drum and shift to safe place. Collect all crew in saloon to brief crew about source of fire and hazards.	Y	
DELRUBA	3	SAPID	01/11/2021	02/11/2021	MOZAMBIQUE CHANNEL	CAPT. S.MAMKIN	DURING SAFETY ROUND, CH FOUND ETO 1 WORKING ON PROVISION CRANE, HE DID NOT INFORM BRIDGE AND NO PERMITS FILLED UP FOR THIS MATTER. CH/OFF STOP HIS JOB IMMEDIATELY AND EXPLAIN TO HIM ABOUT THIS MATTER AGAIN.	CH/OFF explained to him again about the procedure of working aloft and permit which required for this matter.	Y	
DARYABAR	3	SAPID	04/11/2021	04/11/2021	SHUAIBA BERTH	Capt.A.HAJJAFARI	ON 03.11.2021 WHEN THE VESSEL ARRIVED TO BERTH TO BE ALONGSIDE , A NUMBER OF ENGINE CADETS CAME TO THE SCENE IN A DANGEROUS AREA IN THE AFT STATION INTENDING TO WATCH THE OPERATION,SO AT THE SAME TIME , SECOND OFFICER NOTICED THEIR PRESENCE AND IMMEDIATELY WARNED THEM TO LEAVE THAT UNSAFE PLACE.	THE SINIOR ENGINEER WHO RESPONSIBLE TO TRAIN ENGINE CADETS HAS TO FAMILAR THEM ABOUT ANY DANGER WHICH MAY THREAT THEM IN ANY PLACE IN ENGINE ROMM AND DECK AREA TO PREVENT ANY ACCIDENT THAT MAY BE ARISE	Y	

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ARTAVAND	3	SAPID	10/11/2021	05/11/2021	FANGCHENG(CHINA)	CAPT.S.R.SAJJADI	DURING THE FIRE/EXPLOSION DRILL, CHIEF OFFICER OBSERVED THAT ONE OF THE CREW ATTENDED TO MUSTER STATION WITHOUT SAFETY HELMET. CHIEF OFFICER WARNED HIM TO WEAR SAFETY HELMET.		Y
ELYANA	1	SAPID	11/11/2021	05/11/2021	DAHLAK BANK	Capt.SH.SHARIFI S	On 05.11.2021 at 1445 hrs While vessel was embarkation of S.G from MV.BEHSHAD (RED SEA PIACRY STN). During transferring of guns from boat to v/l by use of port side provision crane suddenly one of flexible hose of provision crane hydraulic system broken and oil leaked on deck by pressure.	The condition of the hose and the v/lvs hydrolic systems should be checked on intervals to make sure all are in good working condition.and as a good practice all scapper near to the any hydrolic equipment as a good practice	Y
DELBIN	4	SAPID	09/11/2021	09/11/2021	B.ABBAS	CAPT.G.R.REZAEIAN	DURING GREASING OF COP P/P BY PUMP MAN WHICH IS OREDERED BY ENGINEER OFFICERS SUDDENLY COP P/P STARTED.	ENGINERS MUST MAKE SURE NO BODY IS WORKING ON PUMPS IF THEY WANT TO START PROPER RISK ASSESSMENT	Y
GOLSAR	3	SAPID	11/11/2021	11/11/2021	MINA SAQR BERTH NO.8	CAPT. S.J. MOOSAVI	ON 03.11.2021 AT 1230 LT. MINA SAQR PORT DURING CARGO LOADING OPERATION, GANG WAY WACH KEPT BUT AT THE TIME OF LIFTING CARGO WITH SHORE CRANE DURING LDG FROM JETTY TO SHIPS CARGO HOLD , O.S WATCH MAN WAS UNDER CRANE GRAB WITHOUT TAKING CARE ABOUT SAFETY AND PRECAUTION ABOUT FALLING CARGO RESIDUE FROM GRAP HEIGHT THAT SOME STONE FELT DOWN ON DECK .FORTUNATELY ACCIDENT NOT HAPPENED.	1.WARNED ABOUT SAFETY 2.2. DEMONSTRATION ABOUT PRECAUTION AND SAFETY CARE DURING OPERATION	Y
ATELLA 2	4	SAPID	22/11/2021	11/11/2021	B.ABBAS ANCHORAGE	capt.J.REZAEI	crew was working with waterjet machine on deck and at 12:00 o'clock they left the job for lunch,but they forgot to cut the power before leaving.ch/off observed this and removed the power before any incident happens.	ch/off briefed all the crew to always follow the correct procedure before leaving the machinery on deck and always unplug the power and close waterline valve before leaving deck.	Y
ARTMAN	2	SAPID	26/11/2021	15/11/2021	BAY OF BANGAL	CAPT.M.R.ANSARIYAN KHAH	ON DATE 14/11/2021 WHILE VESSEL BOUND TO CHINA,GYRO FAILURE OCCURED AT BAY OF BANGAL,AND VESSEL EXPERIENCED SEVERAL GYRO FAILURE AFTER NEW INSTALLATION OF GYRO SPHERE EVEN AT HIGH TRAFFIC CONDITIONS.	IT S NEED TO IMPLEMENT COMPETENT GYRO WORKSHOP AND HIGH QUALITY SPARE PARTS	Y
ATELLA 2	4	SAPID	18/11/2021	18/11/2021	b.abbas anchorage	capt.J.REZAEI	whilst v/l at b.abbas anchorage wind speed increased and weather deteriorated.v/l position was continuously checked by duty officer and at 10:00 o'clock its been observed that v/l is dragging. immediately master was informed and engine prepared and anchor party went forward , anchor hoisted up and v/l moved to a safe position and anchor walked back again to 5 shackles in water.then v/l brought up and position was maintained.	in bad weather always check the v/l position for any sign of dragging and keep engine on short notice.maintain a safe distance with another vessels at anchor.	Y
ELYANA	1	SAPID	06/12/2021	26/11/2021	BIK BERTH	CAPT.DIYANATI	During inspection of medical oxygen cylinders by newly joined ch/off and 2nd/off, it was observed that main valve of one of the two cylinders is not of the correct size for medical use, (actually is for industrial oxygen cylinders used for cutting and welding), and medical oxygen regulator is connected to the valve by using two reducing sockets, which is unsafe ,fail and be shot and hit someone as pressure of the cylinder is 150 bars. also it was leaking oxygen to the hospital which may lead to oxygen explosions.	Officers should familiar with oxygen cylinder valves type and size which is use for hospital.	Y
AYSAN	1	SAPID	01/12/2021	01/12/2021	B.Abbas anchorage	CAPT. A.R.KARIMI	On 2021.11.17 at 0030 v/l was in B.abbas anchorage, deck crew were drying cargo holds bosun informed bridge one of OS (HESAM BAN) has been electrocuted. At the same time once Mr. HAMED JANI (OS) saw the condition of HESAM BAN he was trying to help so that as per his own written statement once he felt electric shock he released itself.	All crew trained in several training sessions that should not try to help other in such kind of situation.	Y
ELYANA	1	SAPID	05/12/2021	02/12/2021	KHOWRE MUSA ANCHORAGE	CAPT.DIYANATI	ON 01.12.2021 AT 1645 ,during hatch cleaning operation ,port and stbd. pantoons of folding type hatch cover for hatch no. 5 were opened.crane no.3 was parked at center line of the vessel,crane hook was secured to an eye fixed on deck and runner wire between port and stbd. pantoons,control valves for opening/closing of the hatch are on the stbd. side . After cleaning operation was terminated , when closing the aft stbd. pantoon a part of the hatch cover which points out of the main square body;caught up the runner wire of the crane.	This operation should start with three persons,one person as an operator,one person should stay on opposite side of operator to giving signal,and one person standby if necessary to clear the runner wire.	Y
BASKAR	2	SAPID	03/12/2021	03/12/2021		CAPT.A.ARMANDAIE	ENGINE FITTER DURING CUTTING A PIPE BY GRINDER ANGLE MACHINE NOTICED THAT CUTTING WHEEL STARTED -TO BREAKING INTO SEVERAL PIECES.ENGINE FITTER WAS FULLY AWARE OF HIS JOB & FULLY DRESSED OF SAFETY PROTECTION OUTFIT.	SUPPLIED ENGINE STORE TO BE AT STANDARD & INTERNATIONAL ISO LEVEL TO MINIMISE SUCH CASES.	Y
ATYSAN	1	SAPID	09/12/2021	08/12/2021	Bay Of Bengal	Capt. Alireza Karimi	On 2021.12.08 at 0300 while v/l was in Bay Of Bengal ,during safety and security round in accommodation by watchman, he observed that engine room entrance door (fire door) from living area / upper deck, is kept open by Engineers, so that he immediately informed duty officer.	Training session held in attendance of all ship staff, explaining the purpose of fire doors, which must be always closed and demonstration of disasters which can arise as a result of such negligence. -the notice "KEEP closed all the TIME" posted to the engine room entrance.G42	Y
BASKAR	2	SAPID	13/12/2021	09/12/2021	05 42.3N 083 11.1E	CAPT.A.ARMANDEI	On date 09.12.2021 while vessel sailing to bay of Bengal, when SERH was painting the ladderworking in eng room it he fell on the engine room floor .	Master emphasized when working on ladder safety harness and personnel protective equipments must be worn to reduce risk of falling and prevent any accident	Y
BASKAR	2	SAPID	03/1/2022	09/12/2021	BAY OF BENGAL 05 42.3N 083 11.1 E	CAPT: A.ARMANDEI	On date 09.12.2021 while vessel sailing to BAY OF BENGAL, when he was daily routine works to eng room it falls on the ground while painting the ladder, he is injured and feels severe pain .fortunately, the knee of her right foot damaged and not broken.	when working on ladder safety harness and personnel protective equipments must be worn to reduce risk of falling and prevent any accident	Y
ARTAVAND	3	SAPID	19/12/2021	10/12/2021	LONGSHAN SHIPYARD	CAPT.S.R.SAJJADI	ON 2021.12.10 AT 16:00 HOURS LOCAL TIME WHILE VESSEL WAS AT LONGSHAN SHIPYARD , DUTY OFFICER OBSERVED THAT ONE OF CREW STAFF WAS ON TOP OF THE FORE MAST IN ORDER TO MAINTENANCE WITHOUT SAFETY HARNESS.	1.HEAD OF DEPARTMENTS INFORMED AND INSTRUCTED TO BRIEF STAFF REGARDING SAFETY FACTORS DURING ATTENDING ANY JOB. 2.PERMIT TO WORK ISSUED AND ALL SAFETY MEASURES CHECKED. 3.INSTRUCTED TO ALL HEAD OF DEPARTMENTS TO COMPLY WITH COMPANY'SSAFETY POLICY IN ANY ACTIVITY STRICTLY.	Y
BASKAR	2	SAPID	24/12/2021	12/12/2021	05 41.9 N 089 20.5 E	CAPT.A.ARMANDEI	WHILE THE VESSEL WAS AT NATONG ANCHORAGE, SAFETY OFFICER FOUND COOK1 SMOKING INSIDE THE GALLEY WHERE SMOKING IS PROHIBITED AS PER ISM & HOT TEMPERATURE COOKING OIL MAKES A GREAT RISK OF FIRE IN THE GALLEY.	VEREAL WARNING GAVE TO THE COOK. MASTER EMPHESIZED CREW SHOULD HAVE DUE REGARD TO COMPANY'S SMOKING RESTRICTED AREA INSIDE THE ACCOMMODATIONS .	Y

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ARTMAN	2	SAPID	21/1/2022	12/12/2021	AT ZHENJIANG	CAPT.M.R.ANSARIYAN KHAH	ON DATE 2021/12/11 DURING BERTHING OPERATION WHILE TUGS MADE FAST,AFT STATION LET GO AFT TUG WITHOUT MASTER INSTRUCTION AND ITS GOING TO LEAD SERIOUS DAMAGE.	AFTER BERTHING ALL AFT STATION EXPLAINED TO HARMONIZE IN ALL RESPECT WITH COMMOND CENTER IN THE EVENT OF OPERATION		
BASKAR	2	SAPID	24/12/2021	14/12/2021	02 51.2 N 100 56.6 E	CAPT.A.ARMANDEI	WHILE CREW WERE CHIPPING THE STARBOARD GANGWAY MASTER FOUND ONE AB IS SITTING ON GANGWAY AND DOING HIS JOB WITHOUT SAFETY HARNESS.	MASTER EMPHESIZED CURRENT TRAINING IS NOT SUFFICIENT & MORE TRAINING SESSION SHOULD BE CARRIED OUT	Y	
ARTARIA	3	SAPID	24/12/2021	14/12/2021	02 51.2 N 100 56.6 E	CAPT.A.ARMANDEI	WHILE CREW WERE CHIPPING THE STARBOARD GANGWAY MASTER FOUND ONE AB IS SITTING ON GANGWAY AND DOING HIS JOB WITHOUT SAFETY HARNESS.	MASTER EMPHESIZED CURRENT TRAINING IS NOT SUFFICIENT & MORE TRAINING SESSION SHOULD BE CARRIED OUT	Y	
ROSHAK	2	SAPID	21/12/2021	16/12/2021	AT SEA	CAPT.A.R.MOSTAFAEI	ON 24.11.2021 AT 03:00HRS THE GALLEY BOY HAD BEEN SMOKING IN HIS BED. HE SUDDENLY OVERSLEPT & THE CIGARETTE FELL DOWN FROM HIS HAND ON BLANKET. BLANKET CATCHED FIRE & HIS RIGHT LEG BURNED. HE WOKE UP & EXTINGUISHED BURNUNG BLANKET USING BED SHEET.	SAFETY SESSION CARRIED OUT FOR ALL SHIP'S PERSONNEL & THE FOLLOWINGS HIGHLIGHTED: - IMPORTANCE OF NOTIFICATION TO BRIDGE OR HEAD OF DEPARTMENT IN CASE OF ANY INCIDENT - IMPORTANCE OF FOLLOWING SAFETY RULES & REGULATIONS, INCLUDING AREAS WHERE SMOKING IS PROHIBITED - IMPORTANT POINTS REGARDING FIRE PREVENTION, DETECTION & EXTINCTION ONBOARD	Y	
BASKAR	2	SAPID	17/12/2021	17/12/2021	SINGAPORE STRAIT	CAPT.A.ARMANDEI	WHILE CARPENTER WAS GREASING CRANE NO.03 MAST'S SHEAVE MASTER FOUND HIM WITHOUT SAFETY HARNESS.	CARPENTER INVITED TO DECK OFFICE AND WARNED VERBALLY. MASTER EMPHESIZED ALL HAZARDOUS OPERATION SHALL CARRY OUT BY USING OF PPE.	Y	
ARTAVAND	3	SAPID	19/12/2021	18/12/2021	LONGSHAN SHIPYARD	CAPT.S.R.SAJJADI	On 18.12.2021 at 1400 hrs SMT. While deck crew (A,B) was taking paint drums by trolley from paint store and when he was operating the lorry on deck STBD side his right foot was cut due to hit the sharp edge of trolley. Fortunately he did not injure severally. Matter has been reported to chief officer immediately.	The matter should discuss in next consolidating meeting to avoid recurrence of such near miss.	Y	
BASKAR	2	SAPID	24/12/2021	19/12/2021	06 51.1 N 108 32.2 E	CAPT.A.ARMANDEI	WHILE BOSUN WAS WALKING ON DECK DUE TO LEAKAGE OF ENGINE LUB OIL FROM LASHED DRUM BEHIND OF HOLD NO.05 HE GLIDED AND FELL ON DECK.	MASTER EMPHESIZED 2ND/ENG SHOULD MAKE SURE ALL OIL DRUMS ARE IN GOOD CONDITION ON WEEKLY BASIS.	Y	
ATELLA 2	4	SAPID	07/1/2022	20/12/2021	ALONG SIDE MV.TOUSKA FOR STS	CAPT.J.REZAEI	during berthing for sts to mv.touska, while the aft crew was standby to for berthing on aft one of the crews of mv.touska throw the heaving line toward aft station and it unintentionally hits on one ab's head but fortunately his safety helmet prevented any harm to him.	all crew was told to take care during station during heaving line throwing by other ships.specially the container ships with higher deck level in compresion with own ship deck.	Y	
ATEELA1	4	SAPID	02/3/2022	18/12/2021	B.ABBAS	CAPT M.MOUSAVI	LEAKAGING THE WATER PIPE IN MESS ROOM	REPAIRING FRESH WATER PIPE		
ATEELA1	4	SAPID	03/2/2022	18/12/2021	B.ABBAS	CAPT M.MOUSAVI	FORWRD LINE STOCK WHEN VESSLE WAS DEPARTING FROM REPRESENTIVE VESSLE.			
ATEELA1	4	SAPID	02/3/2022	18/12/2021	PORT OF KHALIJE PARS	CAPT M.MOUSAVI	NOT WEARING HELMET OF 2 AB DURING BERTHING OPERATION.	2ND OFFICER HAD A TALK TO THEM FOR WEARNG ALL SAFETY CLOTH SUCH AS HELMET AND SAFETY SHOES		
PETUNIA	4	SAPID	19/9/2021	2021.09.15	chabahar berthing		On 14.09.2021 at 20:12 hrs during berthing operation at CHABAHAH while pilot was onboard and fwd/ aft station was passing mooring wires , the forward station had to pass spring lines (ie. the wires) by slip method and retrieve spring lines (linked to a messenger line) by using ship's winch drum to the ship .After the spring lines were made fast and were put on the bollard , for disconnection the messenger line which is still under tension , duty officer ordered to use a stopper for release tension on the messenger line and also ensuring all personnel involved at the station clear from snap-back zones throughout the mooring operations. Then he ordered winch man to slack the messenger line a little bit by winch but he released the messenger line completely off the drum without using the winch. When the line did freed, it oscillated with such amplitude ,high speed and force	ALL CREW REGARDING MOORING/UNMOORING OPERATION SHOULD GET WELL FAMILIAR WITH SAFETY AND ASPECTS BEFORE/AFTER USE OF WINCHES OPERATION , THE RESPECTIVE PERSON WARNED ABOUT HIS UNSAFE ACT AND IMPORTANCE OF THIS MATTER EMPHASIS IN UNCOMING SAFETY MEETING .	Y	
ARTARIA	3	SAPID	18/9/2021	2021.09.18	AT SEA	I. USOVYCH	DURING WEEKLY INSPECTION MOORING EQUIPMENT BY 2 END. ENG. WAS FOUND OIL LEAKAGE OF MORING WINCH N-2 P/SIDE. THIS MOORING WINCH WAS OBSERVED BROKEN HYDRAULIC PIPE (CORRODED RUSTED	ADDITIONAL TRANING OF DECK / ENGINE STAFF. TESTING INSPECTION ALL MOORING EQUIPMENT (HYDRAULIC PARTS) BEFORE USE IN PORT.	Y	
ATELLA 2	4	SAPID	26/9/2021	2021.09.18	b.abbas anchorage	capt.J.REZAEI	during ship unberthing operation from another ship , the last rope which was made fast with shackles on the other ship as a spring line in the aft , couldnt be released quickly as the shackle was stocked and it took a while to remove the shackle which could be lead to breaking the line and endangering lifes. fortunately the shackle released and spring line picked up on board.	before stations the shackles to be tested by other ships staff.	Y	
NESHAT	1	SAPID	21/9/2021	2021.09.21	Lat:25 31 N Long:057 45.8 E	Capt.y.yeryomov	The blow torch get fired While bosun was warming the hatch cover seal tapes by using torch. He had weared welding gloves and no injuries happened	The tools and supplies on board the ship,should be high quaiuty with excessive safety.	Y	
DELBIN	4	SAPID	24/9/2021	2021.09.22	Tasucu Anchorage-Turkey	CAPT.G.R.REZAEIAN	During working hours at engine,duty engineer put the engin control room telephone on the silence mode.and not possible to initiate contact with engine roomand endanger safety.	<ul style="list-style-type: none"> • Risk assessment carried out. • Procedure explained. • Safety device shall not put by pass and always communication must 	Y	

