

**4TH QUARTER CASUALTY AND NEARMISS REPORT 1400**

***TO ALL FLEET VESSELS***

Ref: DMA/IA02/01/C1172

Date: 2022.05.26

In The Name Of God

Dear Captain

Good Day

*Pl's find attached file "4<sup>TH</sup> 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	AGE	Category	BRIEF DESCRIPTION	ROOT CAUSE	CARE GORY	Reported MD
DELBIN	4	SAPID	18/12/2021	WFI-0010	TO ORDER	capt.G.R.REZAEIAN	13.7	1	DURING USING OF HYDRO BLASTER FOR CHIPPING OF MAIN DECK SUDDENLY SLIPPED MEANWHILE PRESSING LATCH OF GUN SO WATER SPRAY ON HIS SAFETY BOOTS, UNFORTUNATELY DUE TO HIGH PRESSURE CAUSE INJURY TO HIS RIGHT FOOT. (ALIREZA NAVASER-PCNO-OK 1684)	SLIPPERY SPACE OF WORKING AREA BECAUSE OF EXISTENCE OF WATER OF HYDRO BLASTER	LSI	
TERMEH	3	SAPID	01/1/2022	S6-2407	BANDAR ABBAS		13.8	1	WHILE TRANSFERRING WIRE ROPE FROM STORE, ROPE DAVITE FAILED AND FALL ON BOSUN RIGHT SHOULDER AND CAUSED PAIN TO HIS CHEST. (HOJJAT KHALKHALI-PCNO-OK7527)	WEAR AND TEAR MADE THE DAVIT WEAK	LSI	
ARSHAM	2	SAPID	09/1/2022	S6-2419	LAEM CHABANG TO BIK	CAPT.Y.KROTENKO	13.8	4	ON 07.01.2022 AT 16:00 HRS LT DURING CHANGING OF CRANE NO.1 LUFFING WIRE BY DECK CREW, "MR.MAHDI KHANDEH DIGEH SARA" (ABLE SEAMAN) SLIPPED ON DECK WHILE THEY WERE PULLING MESSENGER LINE CONNECTED TO THE WIRE FOR HOISTING NEW WIRE TO TOP OF THE CRANE. (NOTE: MENTIONED CREW AND ALL OTHER ENGAGED CREW WERE USING FULL P.P.E). WHEN HE RAISED UP OTHER CREW ASKED ABOUT HIS FILLING WHETHER IS OK OR NOT, "IM OK JUST HAVE A LITTLE PAIN ON MY LEFT HAND" HE ANSWERED. CHIEF OFFICER TOOK THE MENTIONED A.B TO HOSPITAL FOR MORE CHECKING. AFTER EXAMINATION IT FOUND HIS LEFT HAND HAVE MINOR BRUISE.	LACK OF CONCENTRATION AND VIGILANCE OF CREW.	LSI	
BEHSHAD	1	SAPID	10/1/2022	64-2567	RED SEA ANCHORAGE	CAPT. S.A. ALAVI	13.8	1	The O.S HAS WORKED ON PAINT ROOM TO BRING PAINT, SUDDENLY PAINT ROOM DOOR CLOSED DUE TO A STRONG WIND AND CONTACT HIS FOOT KNEE & CAUSED MAJOR DAMAGE TO HIS RIGHT FOOT KNEE.		SI	
CLAVEL	4	SAPID	17/1/2022	S7-0238 C95	B.ABBAS	Capt.LAli Barkhordar	13.8	1	On 17.Jan.2022 at 10:20 hrs L.L. Vessel at B.Abbas oil terminal No. 02 Mr.Navid Ghasemi was worked at work shop .during the cutting of galvanized thin sheet by scissors the sharp edge of the sheet suddenly pulled on his left wrist inner part & caused serious injured on that. While Mr.Navid Ghasemi well-dressed by P.P.E and briefed with signed risk assessment form.(NAVID GHASEMI- during shooting exercise by SRI LANKA SG on port wing, for checking gun condition . unfortunately one SG kept direction of armed gun barrel toward down, suddenly one bullet shot & hit wing floor, then re-curve to upward & scratch 2nd/rd thigh. After that company doctor called Btate tele advice to cure injury thigh. Now 2nd/rd body is good & situation under control.(M.R. MOEZZI-PC NO-182979)	When working with objects that have sharp edges, must be more careful & try to cover the sharp area as much as possible	SI	
ARTMAN	2	SAPID	18/1/2022	S6_2427	CHINA TO B.ABBAS	CAPT.M.R.ANSARIYAN KHAH	13.7	2	Carpenter was engaged in some maintenance on bridge -wing door from inside. He was using small wooden stand(stage) to reach the top side of that door (15 cm above his head) Suddenly the stand was Brocken and result him fall down on the motor of chipping machine nearby. Presence of chipping machine below his body at time of falling resulted in making bad pressure on his back and kidney area. Fortunately he was fully dressed with PPE . his condition is stable and he only has moderate pain in his right kidney area.(ABDOLMAJED RAHOUL-PCNO-OK7474)	UNEXPERTED SRI LANKAN SECURITY GUARD AND LESS TRAINING AND CARELESS ABOUT SAFETY	SI	
GANJ	3	SAPID	22/1/2022	S6-2370	BRAZIL TO BIK		13.8	1	While vessel was berthing at BIK(IRAN port during casting off of forward tug's line from forward bit Mr.MOSTAFA LIRAVI pull the tugs line with help of carpenter and OS and suddenly he felt severe pain on his downside of stomache.(MOSTAFA LIRAVI-PCNO: ok9969)	Sudden brokerage of wooden stand was being used	LSI	
BASKAR	2	SAPID	06/2/2022	S6-2438	THAILAND TO BIK		13.8	1	ON 2022/02/07 AT 0800 LT MR.ALI ASKARI (SERH) WHILE HE WAS PASSING THE ENGINE ROOM STAIR TO COMMENCE HIS WORKING DAY. SLIPPED FROM THE ENGINE ROOM ENTRANCE STAIR AND HIS SHOULDER HURT ED.(ALI ASKARI-PCNO:ok1874)	Tug's line was very heavy and it was clung to the bit.	LSI	
DEVREZ	4	SAPID	07/2/2022	S7-0266D	B.ABBAS ANCHORAGE	CAPT.F.EJLALI	13.8	1	Vessel at Bushehr port berth no:03 while discharging operation pump man MR. SEYYED MOHAMMAD ABDOLLAHI DEMNEH on his duty attended to routine check manifold condition & pressure which connected to the Discharging Arm .due to rainy weather his leg slipped on manifold platform & lost his control & took the jety arm stand for prevent of fell down on main deck , his left hand palm sever injured by sharp place. First medical treatment done onboard but bleeding didn't stopped.Immediately informed port control for emergency ambulance After five minute he disembarked to the ambulance & transferred to hospital.(PC NO:OK9903S.M.ABDOLLAHI D.)	WHILE USING OF ENGINE ROOM STAIRS SHOULD BE CAUTIOUS AND NEED TO HOLD BOTH HANDRAILS , AND ALWAYS KEEP STAIRS DRY AND FREE OF ANY OIL .	LSI	
CLAVEL	4	SAPID	01/3/2022	S7-0238 C94	BUSHEHR PORT	Capt.LALI BARKHORDAR	13.7	1	Vessel at Bushehr port berth no:03 while discharging operation pump man MR. SEYYED MOHAMMAD ABDOLLAHI DEMNEH on his duty attended to routine check manifold condition & pressure which connected to the Discharging Arm .due to rainy weather his leg slipped on manifold platform & lost his control & took the jety arm stand for prevent of fell down on main deck , his left hand palm sever injured by sharp place. First medical treatment done onboard but bleeding didn't stopped.Immediately informed port control for emergency ambulance After five minute he disembarked to the ambulance & transferred to hospital.(S.M.ABDOLLAHI D.-PC NO:OK9903)	rainy weather & slippry surface on top of deep tray & manifold area	SI	
TERMEH	3	SAPID	01.01.2022	S6-2407	BANDAR ABBAS		13.8	1	During underthing operation at YANGON port on 2022.03.02 despite of master order to use tugs line and/or fasting double-ship's line, pilot denied and tug fasted by single ship line.unfortunately line parted due to tug uncontrollable pressure (tug mishandling) and caused injury of one of aft mooring station crew , after examination by yangon hospital revealed that two fractures in below area: 1-lateral condyle of left femur 2-left fibula.(AHMAD ERAM-PCNO-OK1804)	WHILE TRANSFERRING WIRE ROPE FROM STORE, ROPE DAVITE FAILED AND FALL ON BOSUN RIGHT SHOULDER AND CAUSED PAIN TO HIS CHEST. (HOJJAT KHALKHALI-PCNO-OK7527)	LSI	
NEGAR	1	SAPID	02.03.2022	SCY-1120	yangon-penang	CAPT.M.GOHARDEHI	13.7	1	Left eye pain,swelling and redness during welding jobs due to wind.(IRSHAD AHAMED-PC NO.DSR6361)	Excessive Tension on ship's line caused by uncontrollable pulling pressure(bollard pull) by tug master.	SI	
ANDIA	3	SAPID	02.12.2021	LAY-0026	B.ABBAS ANCHORAGE	CAPT.M.KHOSHI	13.8	1	Vessel at Bushehr port berth no:03 while discharging operation pump man MR. SEYYED MOHAMMAD ABDOLLAHI DEMNEH on his duty attended to routine check manifold condition & pressure which connected to the Discharging Arm .due to rainy weather his leg slipped on manifold platform & lost his control & took the jety arm stand for prevent of fell down on main deck , his left hand palm sever injured by sharp place. First medical treatment done onboard but bleeding didn't stopped.Immediately informed port control for emergency ambulance After five minute he disembarked to the ambulance & transferred to hospital.(S.M.ABDOLLAHI D.-PC NO:OK9903)	UNPROPER FITTING WELDING PROTECTION SHIELD AND WIND BLOW	LSI	
CLAVEL	4	SAPID	03.01.2022	S7-0238 C94	BUSHEHR PORT	Capt.LALI BARKHORDAR	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)	rainy weather & slippry surface on top of deep tray & manifold area	SI	
ARVIN	3	SAPID	04.12.2021	ODD0023	B. ABBAS SHIPYARD		13.8	1	While vessel was berthing at BIK(IRAN port during casting off of forward tug's line from forward bit Mr.MOSTAFA LIRAVI pull the tugs line with help of carpenter and OS and suddenly he felt severe pain on his downside of stomache.(MOSTAFA LIRAVI-PC NO:OK9969)	Bottom step of ladder of CH-6 was slippery due to oily or grease substance.	LSI	
BASKAR	2	SAPID	06.02.2022	S6-2438	THAILAND TO BIK	CAPT.A.ARMANDEI	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 EGHDM BENAHOHAL feel severe pain on his back.(HADI EGHDM-PCD NO:OK1588)	Tug's line was very heavy and it was clung to the bit.	LSI	
ARTARIA	3	SAPID	06.12.2021	S6-2416	B.ABBAS ANCHORAGE	Capt.I.USOVYCH	13.8	1	The heavier part of the box was at the side of MR.HADI EGHDM BENAHOHAL.	The heavier part of the box was at the side of MR.HADI EGHDM BENAHOHAL.	LSI	



## 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
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 NANTONG 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 EMPHEZIZED CREW SHOULD HAVE DUE REGARD TO COMPANY'S SMOKING RESTRICTED AREA INSIDE THE ACCOMMODATIONS .	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 EMPHEZIZED 2ND/ENG SHOULD MAKE SURE ALL OIL DRUMS ARE IN GOOD CONDITION ON WEEKLY BASIS.	Y	
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 EMPHEZIZED 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 EMPHEZIZED CURRENT TRAINING IS NOT SUFFICIENT & MORE TRAINING SESSION SHOULD BE CARRIED OUT	Y	
PETUNIA	4	SAPID	27/12/2021	14/1/2022	CHABAHAR TERMINAL	CAPT .M.DJU ABBASI	ON 2021.12.27 WHILE VSL WAS IN CHABAHAR PORT AND DISCHARGEING OF NOMINATED CARGO WAS COMMENCED IT WAS NOTICED THAT FIRE WIRE WAS NOT RIGGED AS REQUIRED BY SHIP AND SHORE SAFETY CHECKLIST AND INTERNATIONAL RULES AND REGULATION BEFORE COMMENCEMENT OF CARGO OPERATION .	BEFORE COMMENCEMENT OF CARGO OPERATION SAFETY ROUND TO BE DONE BY OFFICERS, SAFETY ROUND TO BE MAINTAINED BY DUTY OFFICERS DURING CARGO OPERATION BEFORE TAKING OVER OF EACH WATCH . CREW GOT FAMILIER WITH SAFETY PRIORITY AND SHIP AND SHORE SAFETY CHECKLIST CONDITION .	Y	
GOLSAR	3	SAPID	31/12/2021	18/1/2022	shuaiba port	capt. s.j moosavi	During cargo discharge operation at SHUAIBA port berth no.8 one of the stevedore signals man for crane operator didn't care about safety, he was at the unsafe location over the hatch coaming with out any PPE that could be result of falling down inside the hold, officer of the watch, Officer of the watch, immediately warned him and port supervisor informed, instructed to follow all safety measures as per AP code	All officers and crew members as well as stevedores which are on board the vessel, shall be use personnel protection equipment at all the times and follow safety measures as per port and company safety procedures	Y	
GOLSAN	1	SAPID	01/1/2022	01/1/2022	AT SEA		DURING MASTER ROUTINE INSPECTION FOUND THAT NAVIGATIONAL OFFICERS NOT ATTENDED TO FILLING UP BRIDGE LOGS BOOKS AS PER ISM SUCH AS HANDING/TAKING OVER NAVIGATIONAL WATCH,GYRO ERROR BOOK AND RADAR LOG BOOK.	EXPLAINED TO ALL OFFICER AS PER ISM CODES REGARDING SUBJECT MATTERS . EXPLAINED THE IMPORTANCY OF FILLINGS NAVIGATIONAL LOG AND REGESTRING SYSTEM. ALL OFFICERS MUST BE READ AND FOLLOW MASTER STANDINGS ORDERS AND MASTER NIGHT ORDER AS WELL.	Y	
BASKAR	2	SAPID	02/1/2022	17/1/2022	15 11.4N	CAPT.A.ARMANDEI	While vessel at South China Sea and crew engaged with cleaning hold No.01 and discharge bilge by using submersible pump,due to rolling of vessel the electrical cable of submercible pump broke but broken cable didnt fall in water & fortunately nobody injured.	MASTER emphesized all electrical device shall be use at safe & stable condition	Y	
DEVREZ	4	SAPID	03/1/2022	02/1/2022	B.ABBAS PERSIA HORMUZ SHIPYARD	Capt. P.EJLALI	On 02.01.2022 at 22:00 while vessel was in IR b.abbas Persia hormuz shipyard alongside , the new mounted shore gangway with wooden steps , after one rainy day found so slippery and unsafe.	Don't use of wooden steps gangway which are supposed to slip Permanent notice shall posted about danger of sliding Shore gangway illumination shall be provided.	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	
DELRUBA	3	SAPID	04/1/2022	03/1/2022	SHUAY BAH ANCHORAGE	CAPT.A.BONCHEH	During safety officer routine inspection, found one A/B working on gangway with safety belt which its secured to gangway sanctions, Immediately he was advised to leave that place and bring safety harness and secure to strong point.	All precautions should be took while carry out jobs on side areas including safety protective clothing,safety Harness as required, communication tools with duty officer, life jacket, as well some one should attend them All the time during job completed. When safety Harness has to being used that should be secured with a strong point like deck eyes and use appropriate length of such rope, no unnecessary long rope to make fast.	Y	
BASKAR	2	SAPID	07/1/2022	06/1/2022	SOHGKHLA PORT	CAPT.A.ARMANDEI	While vessel was berthed at SONGKHLA/THAILAND port and crew were removing the submersible pump from hold no.03 safety officer found one crew member on the hatch coaming that made fasting the belt sling to the crane's hook by putting his weight on the hook without any safety harness.	crew mwmbler shall not do any job when the area under their legs is deep while they dont use any safety harness.	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	

## NEAR MISS reports for 1390-91( Negligence)

GOLSAN	1	SAPID	09/1/2022	19/1/2022	AT SEA	CAPT.D.SAADI	WHILE VESSEL ON SEA PASSAGE AND IN AUTO MODE STEERING,SOME TRAFFIC HAPPENED AND DUTY OFFICER ORDER TO DUTY WATCH MAN(AB) TO CHANGE OVER THE WHEEL FROM AUTO MODE TO MANUAL STEERING MODE. BUT AFTER FEW SECONDS WHELLMAN INFORMED THAT WHEEL NOT RESPONDING CALLING THE MASTER AND MASTER FOUND THAT THE STEERING MODE IS IN NON FOLLOW UP MODE AND NOT MANUAL MODE. CHANGE OVER FROM NFU MODE TO MANUAL MODE AND NORMAL HAND STEERING CONTINUED.	DUTY OFFICER IS RESPONSIBLE FOR OPERATING ALL BRIDGE EQUIPMENT AND EXPLAINED TO ALL NAVIGATIONAL OFFICER TO OPERATING BRIDGE EQUIPMENT BY THEMSELFS AND NOT ANY WATCHMAN OR UN AUTHORIZED PERSONS.	Y
PETUNIA	4	SAPID	20/1/2022	20/1/2022	BUSHEHR FAIRWAY	CAPT .M.DU ABBASI	DURING LEAVING BUSHEHR PORT,TRANSITING THE BUSHEHR FAIRWAY UNDER PILOTAGE , MASTER NOTICED THAT ONE VESSEL UNDER TOWAGE IS ENTRING THE FAIRWAY WITHOUT INFORMING BUSHEHR CONTROL AND OWN VESSEL PILOT.AFTER CALLING OTHER VESSEL BY OWN PILOT, HE FIND OUT THAT OTHER VESSEL HAS NO STEERING.PILOT REQUESTED TOWAGE VESSEL TO DO NOT ENTER THE CHANNEL BUT NO ANSWER RPELIED.MASTER CALLED BUSHEHR CONTROL FOR MORE INFORMATION CONTROL DIDENT CO-OPERATE WELL.FINALLY BOTH VESSEL PASSED TOGETHER AT VERY CLOSED RANGE.	PROPER TRAINING OF BUSHEHRH VTS CONTROL OFFICER PROPER TRAINING OF JUNIOR PILOTS	
WARTA	2	SAPID	20/1/2022	20/1/2022	LAT: 26 19.1 N / LONG: 055 14.5 E	CAPT.MAHDIALIAKARI	On 15.01.2022 at 23:30 at sea in position lat 26 19.1 N / long 055 14.5 E during 3rd officer watch both GPS gone and signal missed and it effected on all essential bridge equipment that received GPS position and caused impairing navigation with difficulty, immediately after this happened 3rd off called master and informed and in mean time master instruct him to called nearest vessel(M.V SHAYAN1 and M.T DEH SHOBAH) in vicinity & requested for own GPS position , also compared those position with calculated DR position ,and mentioned on the chart as interval. No buoy or fixed object in range of visibility. After 5 hrs GPS no.1 came back. From time of lost position to destination (SAROOJ anchorage) master and duty officer calculated the DR position and compared that by nearest land station or ship's in vicinity such as ASSALUYEH port. Finally vessel anchored in SAROOJ anchorage.	old navigational equipments are renewed every few years and other devisees such as AIS& SAT C must have GPS individualy. To in case of failure of main gps that dosenot affect the rest of the navigation devices.	
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	
PETUNIA	4	SAPID	23/1/2022	26/1/2022	BERTHING / LAVAN		ON 23.01.2022 @ 08:02 LT.DURING BERTHING OPERATION UNDER PILOTAGE AT LAVAN ISLAND DUE TO SUDDEN ENGINE FAILURE OF AFT TUG (MAHAN 12) AND LOOSING HER MANEUVERABILITY, TUG LATERALLY COLLIDED AND CAUSED SHIP'S HULL DAMMAGE AND ENGINE ROOM SHIP'S FRAMES DEFORMATION.	BEFORE COMMENCEMENT OF OPERATIO,PROPER COMMUNICATION TO BE STABLISHED BETWEEN PILOT AND TUGS,AND ANY DEFECT WHICH MAY CONCERN THE SAFE OPERATION TO BE REPORTED AS WELL.	
ARTIN	3	SAPID	25/1/2022	25/1/2022	MINA SAQR ANCHORAGE	CAPT.MOHAMMADREZA SHANBEDI	On 2022.01.24 At 11:00 hrs It during chipping of main deck by high pressure gun, one of crew members was observed from the bridge by 3rd.off which was using summer cap for protcting the face from sun shine instead of using safety helmet and not using goggle for eye's protection and immediately stop the operation.	1- Investigate the hazzardous of job & emphasized that before commencing job & correct procedure should be followed & monitored. 2- Preparing of RISK ASSESMENT for any kind of job by head of department before commencing job .	
PARSHAD	1	SAPID	27/1/2022	27/1/2022	B.ABBAS OPL		when workshop was wrok in the main deck on 27/01/2022 @ 10:30 his cable conection was damaged and he did his job with out care abut it .this matter found by ch/off while he round on deck then he stop them job and brife them about incedent that may led to .then call electronic officer help them to repair cable conection and countinue job with out risk of incident.	repaire cable conection and monitoring regularly by deck crew	
DARYABAR	3	SAPID	03/2/2022	02/2/2022	ROZI ANCHORAGE	Capt.ALIASGHAR.HAJJAFARI	ON 01.02.2022,WHILE THE VESSEL WAS AT ROZI ANCHORAGE AND DISCHARGING CARGO BY FLOATING CRANE ALONGSIDE,CARGO OFFICER DURING HIS SAFETY ROUND ON THE DECK, NOTICED THAT THE SAFETY PIN OF THE HATCH COVER NO.4 HAD NOT BEEN PLACED AS THE DUTY AB HAD NEGLECTED TO CLOSE IT AFTER OPENING THE FOLLOWING HATCH COVER. SO THEN HE WARNED TO DUTY OFFICER AND AB ABOUT THE DANGER WHICH MAY ARISE BY SUCH ACTION AND THE CORRECT PROCEDURE WHICH SHOULD BE FOLLOWED AS WELL,	HE WARNED TO DUTY OFFICER AND AB ABOUT THE DANGER WHICH MAY ARISE BY SUCH ACTION AND THE CORRECT PROCEDURE WHICH SHOULD BE FOLLOWED AS WELL,	
ATEELA1	4	SAPID	03/2/2022	18/12/2021	B.ABBAS	CAPT M.MOUSAVI	FORWRD LINE STOCK WHEN VESSLE WAS DEPARTING FROM REPRESENTIVE VESSLE.		

NEAR MISS reports for 1390-91( Negligence)

PARSHAD	2	SAPID	2/3/2022	26/02/2022	PERSIAN GULF		WHILE ETO WORK FINSHED IN THE PORT WING LEAVE THE PLACE WITH OUT COVERED THE MANHOLE AND DUTY OFFICER IN BRIDGE FIND THE MANHOLE WAS OPEN AND INFORM CH/OFF AND CH/OFF ORDER TO CLOSE AND COVER THE MANHOLE. CH/OFF CALL ETO AND REMIND THEM ABOUT DONGER THAT MAY EXIST		
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	02/3/2022	18/12/2021	PORT OF KHALIJE PARS	CAPT.M.MOUSAVI	NOT WEARING HELMET OF 2 AB DUERING BERTHING OPERATION.	2ND OFFICER HAD A TALK TO THEM FOR WEARNG ALL SAFETY CLOTH SUCH AS HELMET AND SAFETY SHOES	
ARDAVAN	2	SAPID	02/5/2022	02/1/2022	AT SEA	Capt: M . KARAMZADEH	IT WAS REPORT BY CARPENTER DURING GREASING OF HATCH COVERS AT ABOVE MENTIONED DATE THAT ONE OF SHAFT AXLE OF HYRAULIC JACKS OF HATCH COVER No.2 HAS BEEN MOVED OUT FROM ITS POSITION. CH OFF INFORMED MASTER AT SAME TIME FOR INVESTIGATION & IT WILL BE CAUSED TO VITAL DAMGE TO HATCH COVERS IF THE AXLE SHAFT MOVE OUT MORE	REGULAR INSPECTION SHALL BE DEFINED AT MESPAS IN PLAN MAINTENACE JOBS SECTION. REGULAR GEARSING & LUBRICATION MUST BE CARRIED OUT BY SHIP STAFF. THE STOPPER PLATES & THEIR BOLTS SHALL BE RE-NEWED AT DRY DOCK.	
ARTAVAND	3	SAPID	02/8/2022	02/2/2022	AT SEA	CAPT.S.R.SAJJADI	DURING THE EMERGENCY STEERING DRILL, SAFETY OFFICER OBSERVED THAT ONE OF THE CREW ATTENDED TO EMERGENCY STEERING ROOM IN E/R WITHOUT SAFETY SHOES. SAFETY OFFICER WARNED HIM TO WEAR SAFETY SHOES.	THE CREW NEED MORE TRAINING ON SAFETY ,TO BE FAMILIAR WITH HAZARDOUS OF NOT WEARING PERSONAL PROTECTIVE EQUIPMENT IN THEIR WORKING PLACE. AND THE OFFICER INCHARGE SHOULD TAKE MORE PRECAUTION THAT THE CREW DO THEIR JOB ON SAFETY ALSO WHILE WORKING WITH NEW JOINING STAFF.	
ARTAVAND	3	SAPID	02/8/2022	15/01/2022	LONGSHAN SHIPYARD	CAPT.S.R.SAJJADI	ON 2022.01.15 AT 14:30 HOURS LOCAL TIME WHILE VESSEL WAS AT LONGSHAN SHIPYARD , DUTY OFFICER OBSERVED THAT ONE OF CREW STAFF WAS ON TOP OF THE CENTRAL 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.INSTRUCTED TO ALL HEAD OF DEPARTMENTS TO COMPLY WITH COMPANYSAFETY POLICY IN ANY ACTIVITY STRICTLY.	
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
GOLSAN	1	SAPID	17/02/2022	01/12/2022	Kandla Anchorage	Capt.D.Saadi	on 11/01/2022, at 2300 hrs It, While V/L Approaching Kandla Anchorage, Master was intended to give notice to E/R for arrival and speed reduction which 3rd/Engr was on duty but after several calls to his cabin & E/R nobody replied.	Master informed ch/engr regarding this matter and consequences of this negligence which may lead to major incidents if the v/l was in actual emergency situation and instructed him if duty/engrs were intended to left their cabins during their watch, at first must inform bridge & duty officer of watch as per company ISM rules to avoid reoccurrence such cases.	
GOLSAN	1	SAPID	17/02/2022	17/02/2022	Kandla Anchorage	Capt.D.Saadi	on 16th the day of February 2022, while the vessel at kandla anchorage with the position: Latitude: 22 47.0 N / Longitude: 070 04.7 E. With the bearing 200 °(G) & Distance 5 nm from outer tuna buoy (kandla fairway buoy) and freeboard 3.7meter. At 23:50 hrs It the duty seaman who keep watch on port side, found that two suspicious men try to on board the vessel by using rope hook ,one of them reached ship side railing and another one on ship's hull. With the shouting & clamor of duty seaman and informing to bridge by his walkie-talkie , emergency alarm raised crew mustered and ship whistle also sounded and fire pump run. The thieves jump to the water and boarded to small red color skiff and escaped. Immediately inform kandla port control by VHF and coast guard as well. Search patrol carried out all deck area , stores ,engine room & etc. Found all in order & safe condition and nothing stolen	Make sure always effective regular patrols are made by watch keepers all around the vessel especially during dark period. - As much as possible/ safe/ practicable and feasible kept the valuable/ vulnerable items in locked and controlled locations. - Increase the illumination around the ship's hull. - Monitor the movement of boats in your vicinity. - Lock all stores and critical locations completely. - Familiarize and alert the crew to prevent piracy by conducting drills. - Make sure that the hawse pipe is properly and securely covered. - Any other measures deems necessary by your good experience.	
BASKAR	2	SAPID	17/02/2022	02/9/2022	BIK PORT	CAPT.ARVANDEHI	On 10.02.2022 during safety round observed that deck work shop 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 WAS TRAINING HOW TO DO THE JOB IN CORRECT MANNER	

NEAR MISS reports for 1390-91( Negligence)

BASKAR	2	SAPID	17/02/2022	02/12/2022	BIK PORT	CAPT.ARVANDEHI	On 12.02.2022 while v/l unberthing to BIK port, One of deck crew member working on the gangway without wearing safety harness and safety helmet	All crew and officer should use protective gears during work with no any excuse & negligent.  Responsible person should check the safety matters before commencement of any job.	
BASKAR	2	SAPID	17/02/2022	02/11/2022	BIK PORT	CAPT.ARVANDEHI	On 11.02.2020 During discharging operation at BIK berth NO. 29 one of stevedore stand on hatch cover side rail of hatch no.5 without appropriate PPE which might cause risk of falling down to main deck or inside the hold.	Safety harness and personnel protective equipments must be worn to reduce risk of falling and prevent any accident.	
BASKAR	2	SAPID	17/02/2022	17/2/2022	BIK PORT	CAPT.ARVANDEHI	While vessel was at BIK PORT, Workshop attended on board vessel without effective personal protection equipments against corona virus. Watch man immediately informed the duty officer.	Any person attended on board should use appropriate equipments to prevent spreading virus and his body temperature is checked	
ARDAVAN	2	SAPID	18/02/2022	18/02/2022	PHUKET Anchor	Caprt. M, KARAMZADEH	THE STARBOARD ACCOMMODATION LOWERED TO WATER LEVEL FOR GREASING OF ALL MOVING PARTS & WIRE. IT WAS OBSERVED THAT SUPPORTING PLATE OF FOR THE DRUM UNIT OF WIRE HAS BEEN PARTLY DEPARTED FROM MAIN BODY OF DRUM DUE TO CORROSION. IT MAYBE CAUSED TO TO DAMAGE OF FALL WIRE & FINALLY FAILING OF ACCOMMODATION LADDER. THE CORRODED AREA TEMPORARY WELDED BY SHIP'S STAFF & DEFECT RAISED FOR FABRICATION OF NEW DRUM.	AT REGULAR INTERVAL GREASING OF ACCOMMODATION LADDER ALL MOVING PARTS & WIRE MUST BE INSPECTED ENTIRELY, (THE MIN SAFE NO. OF WIRE KEPT ON DRUM & CHECK THE CONDITION OF IT).	
ARIES	3	SAPID	18/02/2022	02/10/2022	DRY DOCK	CAPT.H.AMIRI	ON 2022.02.10 WHILE VESSEL IN PERSIA HORMOZ DRY DOCK,DURING SAFETY ROOUND ON MAIN DECK CHIEF OFFICER OBSERVED ONE OF THE BALLAST TANK NEAR HATCH COAMING 1 OPENED WITHOUT ANY SAFETY GAURD.	Inform/Remind The Repair Yard Personnel That Before Starting Any Operation/Job, Ch.Off /Duty Off To Be Informed+Explain To The Ship's Crew To Supervise Precisely All The Operation/Jobs Which Are In Progress.	
DELRUBA	3	SAPID	21/02/2022	20/02/2022	MINA SAQR PORT	CAPT.A.BONCHEH	ON 20.02.2022 AT 04:10 HRS,V/L WAS IN MINA SAQR PORT, AFTER FNISHED THE CARGO OPERATION DUTY OFFICER OBSERVED ONE OF THE CREW MEMBERS WAS STANDING ON HATCH COVER AND SWEEPING WITHOUT USING PROPER SAFETY GEARS SUCH AS SAFET HARNES & HELMET WHILE THE HATCH COVER WAS IN OPEN POSITION.	ALL CREW MEMBERS DAILY JOBS TO BE SUPERVISED BY HEADS OF DEPARTMENTS & THEY HAVE TO MAKE SURE THAT THEIR SUBORDINATES ARE IMPLEMENTING ALL SAFETY PROCEDURES.THE PROPER USE OF SAFETY GEARS BY ALL PERSONNEL TO BE KEPT UNDER SUPERVISION BY SAFET OFFICER,SAFETY REPRESENTATIVE & RELEVANT HEAD OF DEPARTMENT & ANY UNSAFE JOB TO BE STOPPED.	
ARTMAN	2	SAPID	22/02/2022	23/02/2022	B.ABBAS	CAPT. M.R. ANSARIYANKHAH	ON 2022.02.21 AT 1800, WHILE THE VESSEL WAS PORT SIDE ALONGSIDE IN B.ABBAS BERTH NO.31, AND ENGAGED IN LOADING OPERATION, SUDDENLY INCREASE OF WIND SPEED FROM SEA SIDE (DRIRECTION 2 O'CLOCK), CAUSED THE VESSEL MOVED TOWARD ASTERN GANGWAY STOCKED , TO THE FENDER..	* WARN WATCHMAN'S ABOUT THE PRESENCE OF WEATHER CONDITION  * ASK THEM TO HAND-OVER / TAKE-OVER ALL INFORMATION TO NEXT DUTY  * CREW TO BE WELL BRIFED THAT PRESENCE OF NEXT WATCHMAN, DOESN'T MEAN THAT THEY ARE RELIEVED FROM THEIR DUTY, UNTIL THE DUTY OFFICER ACCEPTANCE  *MORE TRAINING TO BE REQUIRED FOR LESS EXPERIENCED SHIPS CREW.  * AVOID SENDING BOTH FIRST TRIP OS WATCHMANS ON VESSELS WITH ENGAGMENT IN MANY OPERATIONS & CONFLICTS WHICH THERE IS NOT ENOUGH TIME FOR TRAINING SIMPLE OPERATIONS TO THEM	
DELNAVAZ	2	SAPID	25/02/2022	24/02/2022	JAIGARH PORT	CAPT.R.TOHIDLOO	Vessel ME tried out at 0718hrs AE no1 and A/E no2 both in parallel load. Engine tried out found satisfactory. Vessel was unberth 10 minutes after pilot away from the vessel A/E no1 trip with 440V low insulation alarm activated the generator no1 tripped and no standby AE come on auto load.  Soon after AE no2 also tripped because of high load, and low preferential no1 and no2 not activated therefore vsI experience, complete black out for few seconds. After delay, time emergency generator came on auto load.	Informed to bridge about the matter, all standby pumps for running machinery including steering gear check/started found in good working order.  • At present main, switch board insulation resistance in max value, ETO closely monitoring cause/location of low insulation.  • Suspecting root cause of activating AE over speed trip with governor oil over due for renewal. AE no3 governor oil renewed tried out taken on load several times found working satisfactory.	

