

03/2026

SEPTEMBER 2026

**Extracts from The United Kingdom
Merchant Shipping (Accident
Reporting and Investigation)
Regulations 2026 Regulation 5:**

“The sole objective of a safety investigation into an accident under these Regulations is the prevention of future accidents through the ascertainment of its causes and circumstances. It is not the purpose of such an investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame.”

Public Enquires

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NOTE

This bulletin is not written with litigation in mind and, pursuant to Regulation 19 of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2026, shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

All bulletins can be found on our website:
www.falklands.gov.fk/maritimeauthority

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**Serious injury sustained by a crew member of a
Trawler when cleaning machinery in the
factory deck**

MARINE SAFETY BULLETIN 3/2026

This document, containing safety lessons, has been produced for marine safety purposes only, on the basis of information available to date.

The Merchant Shipping (Accident Reporting and Investigation) Regulations 2026 provide for the Chief Inspector of Marine Accidents to make recommendations at any time during the course of an investigation if, in his opinion, it is necessary or desirable to do so.



Steuart Barlow

Chief Inspector of Marine Accidents

Falkland Islands Government

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BACKGROUND

Following a routine task of deep cleaning machinery in the factory deck on board a Falkland Islands stern trawler, a crew member was using a pressure washer to clean the sorting belt. To gain access to the mechanism and components beneath the belt, a plastic conveyor belt had been removed, exposing the belt drive mechanism. The drive belt remained in motion during this cleaning process.

Whilst cleaning the mechanism, the crew member slipped, and his clothing became caught in the drive mechanism which pulled his arm towards the drive mechanism resulting in injury to his arm to the area of his right elbow.



Sorting belt with plastic conveyor removed exposing the drive mechanism



Laceration of the right arm by the elbow

INITIAL FINDINGS

- This was not the first time this crew member had carried out this cleaning task on this piece of machinery.
- The crew member was wearing the correct personal protective equipment for the role as stated in the Risk assessment for this task.
- The equipment had not been electrically isolated prior to work being carried out
- The guard plastic conveyor belt had been removed for the purpose of cleaning which exposed the moving mechanical parts of the machinery.

RECOMMENDATIONS

Ship owners are recommended to ensure that they review their standard operating procedures and risk assessments involving any work around machinery containing moving parts which could injure personnel involved in the maintenance of the equipment.

Ship owners, operators, captains and crew should review to contents of the Provision and Use of Work Equipment Regulations 1998 (PUWER) reference of which should be considered when producing risk assessments for these tasks.

Before maintenance work is carried out on any machinery, which includes cleaning, the electrical and/or mechanical devices should be locked out by way of electrical isolation or physical locking devices.

The Provision and use of Work Equipment Regulations 1998 as it applies in Falklands law must be adhered to at all times which includes the safe isolation of equipment prior to maintenance work.

FOR FURTHER GUIDANCE

PUWER

The Provision and Use of Work Equipment Regulations 1998

MSN 1873 Amendment 1

Chapter 4 (Mechanical & Electrical Installations)

Chapter 6 (Protection of the Crew)

Safety recommendations shall in no case create a presumption of blame or liability

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