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**Extracts from The United Kingdom
Merchant Shipping (Accident
Reporting and Investigation)
Regulations 2012 Regulation 5:**

“The sole objective of a safety investigation into an accident under these Regulations shall be the prevention of future accidents through the ascertainment of its causes and circumstances. It shall not be 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 14(14) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012, 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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**Safety warning issued into the grounding of a squid
jigging vessel when leaving the anchorage in Stanley
Harbour**



MARINE SAFETY BULLETIN 2/2026

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 2012 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.

The Falkland Islands Government is carrying out a marine safety accident investigation into the grounding of squid jigging vessel *An Fong 168* which ran aground in Stanley Harbour on 5th February 2025.

The Falkland Islands Government will publish a full report on completion of the investigation.



Steuart Barlow

Chief Inspector of Marine Accidents

Falkland Islands Government

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BACKGROUND

On Wednesday 5th February 2026 The *An Fong 168* ran aground on the Southern bank of Stanley Harbour after heaving her anchor from SH3 anchorage within the harbour. At the time of the manoeuvre, the wind was 30Kts from the North which pushed the vessel towards the South of the harbour as the anchor was being retrieved. The Skipper turned the vessel downwind which limited the sea room of safe navigable water between the vessel and was unable to execute a full turn before running aground on the historic wreck of the Charles Cooper.

INITIAL FINDINGS

The investigation has thus far found that the Skipper of the vessel was aware of the forecasted weather conditions and wind conditions on the day of his departure and that seven other vessels of a similar type departed Stanley Harbour that afternoon without difficulty.

At the time the vessel started to heave her anchor to depart, there were no other vessels anchored in Stanley Harbour.

Although there was clear communication between the bridge and the forecastle deck, the second anchor was not ready for immediate use and was not considered for use when the Skipper became aware that the vessel was becoming dangerously close to the South shore in Stanley Harbour.

Given the strong winds from the North and the position of the vessel at anchor in the harbour, the Skipper did not consider the effect that the wind would have on his vessel once the vessel was no longer anchored and to the manoeuvring ability of the vessel.

FALKLAND ISLANDS GOVERNMENT ACTIONS

The Falkland Islands Government has:

- Issued this safety bulletin to vessel owner's skippers of jiggers which reinforces the need for the observance of good seamanship at all times.



RECOMMENDATIONS

It is recommended that this notice be distributed to all skippers of fishing vessels who operate within the Falkland Islands, to serve as a reminder for them to act with the observance of good seamanship and to apply the International Regulations for Preventing Collisions at Sea, at all times.

Vessels must ensure that they have a sufficient amount of anchor cable in the water for the duration of their stay, taking into consideration the depth of water, the prevailing wind conditions and that they keep a safe navigational anchor watch at all times by all available means in accordance with the International Regulations for Preventing Collisions at Sea.

During anchoring operations, good communication should be established before any operation takes place and all associated equipment should be tested. This includes the vessels propulsion and steering system and including bow thrusters.

The Skipper should consider the effect that the wind may have on a vessel once the vessel is no longer at anchor and have all available means of propulsion ready for immediate use and the second anchor should be ready for deployment if necessary. Good seamanship and ship handling practices should be adopted to minimise the effect of the wind of the vessel when operating in restricted waters to ensure that the vessel is not placed in danger.

Vessels when heaving anchor in strong winds, should use their engines to take the weight off the chain to allow the anchor chain to recovered. The vessel should turn head to wind using the engine so that they can better control the rate of drift whilst manoeuvring in confined harbours.

FOR FURTHER GUIDANCE

MSN 1781 (M+F) The Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 – As amended

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

Issued 14 May 2026

