Serious foot injury on walk-to-work gangway

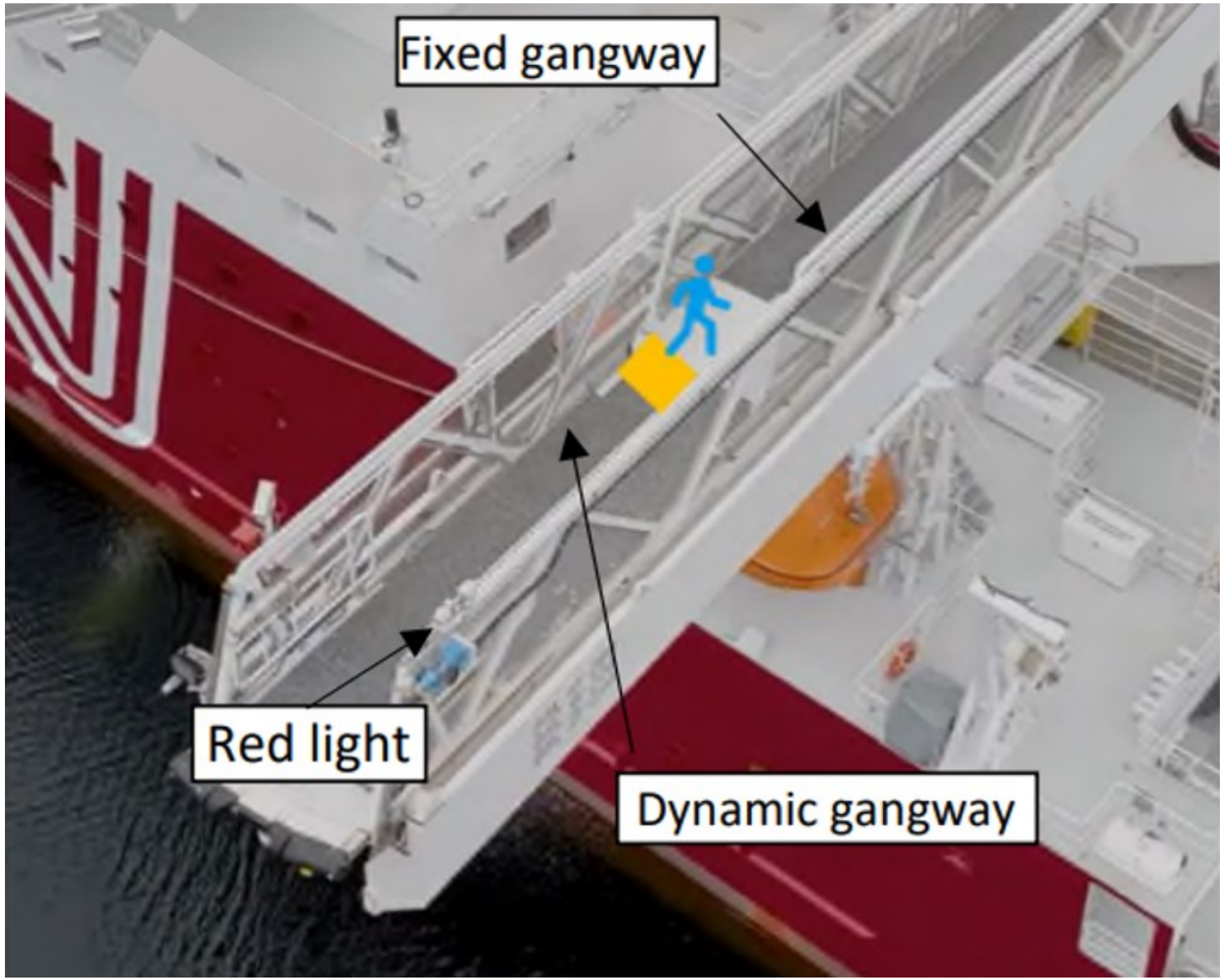
SAFETY ALERT

Description of incident:

- The gangway of a walk-to-work vessel was connected to a satellite platform
- Two operators crossed the gangway first, as per normal procedure.
- The third person (IP) was in the process of crossing the gangway when a red light was signaled, indicating the request to return to the vessel. The red light was not noticed at first by the IP, as he was focusing on his footsteps. When the IP became aware of the red light, he turned around to return to the vessel. At this point his left foot got stuck against the junction between the static and dynamic sections of the gangway, resulting in severe injury to the left foot.
- IP received first aid onboard the vessel and a call was made for immediate medevac - the IP was transferred to the hospital by helicopter

Actual Consequence:

- Serious injury resulting in permanent disability



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Findings:

- This incident occurred when the IP entered the dynamic section of the gangway. The IP's turning motion and foot placement, while attempting to return to the vessel, combined with compensating movements within the dynamic section of the gangway towards the static section, likely resulted in the IP's boot becoming trapped between the air gap and the grating of the dynamic part. This entrapment occurred as the dynamic section was adjusting to sea conditions by moving towards the static part.
- The gangway was inspected after the incident and was found to be functioning as intended.
- No technical defects have been identified. The gap between the static and the dynamic sections of the gangway was measured to 20 mm.
- The vessels dynamic positioning system and associated gangway system were both operating within allowable parameters.

Corrective actions taken by incident owner (Investigation ongoing):

- Suspension of the gangway operations for all three walk-to work vessels by precaution
- While the two other W2W gangways have different designs and manufacturers from the first, the inspection of the gangway systems was conducted to assess design and procedures, and potential similarities with the gangway systems.
- Adjustment of the horizontal air gap between the fixed and mobile part of gangway to minimum allowable gap (performed by gangway manufacturer).
- Further strengthening of safety routines and awareness for personnel using the gangway, including:

- Include a visit to the gangway as part of safety induction during each crew change, highlighting the area where it is not allowed to stop or return once entered.
- Toolbox talks conducted systematically prior to use the gangway system (once per shift), with focus on hazardous area, alarm signals, risks associated with dynamics of the gangway and safe behaviors.
- Review of safety induction video to ensure it covers the points above, followed by a summary of the associated main risks.

Standards or good practice:

- IMCA-M254: Guidelines for Walk to Work (W2W) Operations
- DNV-ST-0358: Certification of offshore gangways for personnel transfer