

## Gangway Transfer Incident

### *Description of Incident (August 7, 2024)*

A seismic vessel was conducting an offshore crew change with a support vessel using a gangway. Weather conditions were within operational limits at the time of the crew change. An unexpected separation between the vessels caused Gangway Marshals to halt the transfer (i.e. no personnel on the gangway). The gangway rolled off the support and subsequently fell between the vessels. The incident occurred during a planned 1 degree/min course change.

Crew transfers for alongside vessel procedures followed relevant regulation and industry standards and safety barriers were verified and adhered to (i.e. physical compatibility of both vessels and gangway, restricted zones, marshals monitoring safety barriers and dictating the flow of personnel, safety net, certified and maintained equipment, trained & competent personnel).

A formal risk assessment process was adhered to by the vendor however it did not specifically account for vessel separation as a hazard.

### *Root Causes*

Maneuverability is challenging for support vessels using lower speeds due to reduced hydrodynamic control. In this case the support vessel had difficulties maintaining control at the chosen lower speed. The vendor's support vessel standards and guidelines, which permitted the use of fixed propeller support vessels, did not sufficiently define specifications or operating guidelines, specifically minimum speed criteria and inclusion of secondary retention in ship-to-ship gangway operations.

Additionally, the Operator identified opportunity for improvement, through greater clarity for industry standards and/or specifications on speed and movement management between two moving vessels during gangway transfers at sea.

### *Corrective Actions & Recommendations*

The following corrective actions were recommended and are being implemented:

- Incorporate specifications for direct drive/variable pitch propellers, including criteria for minimum speed and safety margins, into ship-to-ship transfer procedures.
- Incorporate secondary gangway retention requirements for ship-to-ship gangway transfers
- Distribute incident details and learnings through industry channels to ensure that learnings are considered in future marine personnel transfer operations.

In addition to the corrective actions noted, the Operator recommends that other Operators and Contractors consider the following learning questions:

- Has your risk assessment considered all potential risks?
- How can your procedure be improved to make the task easier to get right, harder to get wrong?

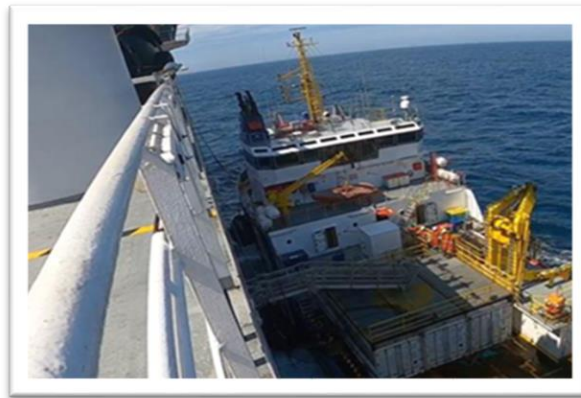
*Applicable Lifesaving Rule*

There is no lifesaving rule applicable to this incident.

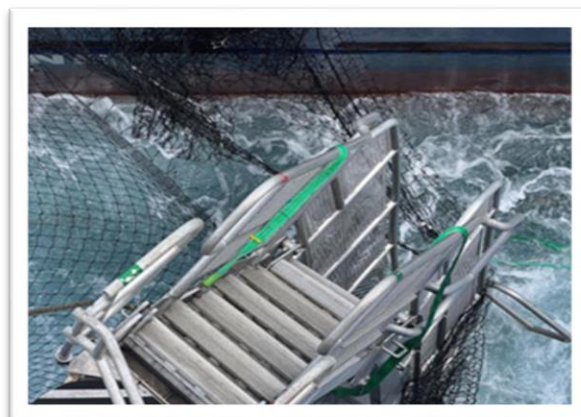
*Posted on November 21, 2024.*

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**Related Images**



*Fig 1: Deployed gangway*



*Fig 2: Gangway post-incident*