

## W2W gangway bumper damaged during demonstration

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During testing to demonstrate emergency retraction, the movement of the vessel in the swell applied forces to the bumper, which caused the bolts to fail and the bumper to break off.

### IOGP Life Saving Rules:



Bypassing safety controls

## What happened?

During W2W (walk to work) gangway familiarisation for newly joined client personnel, the MPS (Manual Protection System) button was tested to demonstrate emergency retraction. The test was conducted while the W2W gangway was connected to a Transition Piece (foundation tower for an offshore wind turbine).

When the operator presses the MPS and the system switches to “emergency retract”, the gangway waits approximately one second before retracting, and does not compensate for movements from the vessel. The movement of the vessel in the swell applied forces to the bumper, which caused the bolts to fail and the bumper to break off. No-one was harmed.

## What went wrong?

The MPS button should only have been used in a real emergency situation, and not for training purposes. This is stated in the operators manual. For live testing and demonstration of the EM Retract function on this particular gangway, the manufacturer has provided a test mode.

## What was the cause?

When the operator presses the MPS and the system switches to emergency retract, the gangway waits approximately one second before retracting. During this time, the vessel moved closer to the TP. Because the gangway did not compensate during this period, both longitudinal and vertical forces were applied to the boom and telescope. The one-second delay is included for safety purposes, allowing service personnel time to react, in accordance with DNV requirements. This caused the telescope to compress and the boom to be pushed downward with a force exceeding the bolt limitations. The bolts are intentionally designed as the weak link to prevent overload of the mechanical telescopic boom structure.

## What were the actions?

Once the bumper was safely repaired, the following was undertaken:

- Refamiliarisation training for the operating crew and amendments of familiarisation procedure to address correct testing and demonstration process for the Emergency Retract function following operators manual and makers guidance.
- Manufacturer of W2W gangway to review and evaluate potential software revision to prevent gangway from freezing after emergency retract is activated to avoid potential damage caused by vessel movements. This will require class involvement and approval.

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