

COS SAFETY SHARE

WHAT WILL WE DO TO PREVENT THIS FROM HAPPENING HERE?

SLIP AND FALL WHILE BOARDING A BUOY

What happened?

The crew performed mooring disconnections onboard a buoy during the night. The crew boarded the buoy to prepare the hang-off and lift rigging chain in preparation to commence diving operations. During the transfer of three (3) workers to the buoy, the first worker accessed the buoy from the bow of the workboat, then assisted the workboat operator to tie off the boat port-side to the buoy. Upon completion of workboat tie off, the second worker climbed aboard the buoy from the port side of the workboat.

What went wrong?

While pulling himself onto the buoy, the second worker's hands slipped. He fell backwards onto the side of the boat and landed on his rear side.

Why did it happen?

Current JSEA that was in place was not for the specific scope of work taking place. JSEA did not cover scope-specific steps, nor reference day/nighttime operations.

Access point of the buoy assessed and considered unsafe due to missing rungs and corroded body of the ladder. There were no extra steps on the bow of the workboat prior to the incident.

Height of buoy is higher from the port side of the workboat than from the bow.

What areas were identified for improvement?

Workboat crews installed an aid to ensure three points of contact while boarding the unmanned installation. A rope with knotted line was installed as a temporary means.

Engineered a modification of the existing bow access point to provide a safer access from boat to buoy.

Administrative procedures (risk assessment and JSEA) developed for transfer to/from buoy to boat.

Assessment of unmanned installation access points to take place during daylight hours.

Modification of the existing bow access point to provide a safer access from boat to buoy. Improvement included 3 points of contact.

Develop scope specific risk assessment and JSEA for transfer to/from buoy to workboat.

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