

# Notifiable incident

**Incident ID** [5028](#)

**Duty holder:** INPEX Operations Australia Pty Ltd  
**Facility/Activity:** CPF Ichthys Explorer  
**Facility type:** Other platform with accommodation facilities when drilling/workover facilities are not in commission

Incident details	
<b>Division</b>	Occupational Health and Safety
<b>Notification type</b>	Information Provided
<b>Incident date</b>	31/08/2017 03:45 AM (WST)
<b>Notification date</b>	31/08/2017 11:10 AM (WST)
<b>NOPSEMA response date</b>	31/08/2017 01:10 PM (WST)
<b>Received by</b>	
<b>Nearest state</b>	WA
<b>Initial category type</b> <i>(based on notification)</i>	Not Notifiable
<b>Initial category</b> <i>(based on notification)</i>	OHS - not notifiable
<b>3 Day report received</b>	
<b>Final report received</b>	
<b>All required data received</b>	
<b>Final category type</b> <i>(based on final report)</i>	Other
<b>Final category</b> <i>(based on final report)</i>	Other non reportable
<b>Brief description</b>	Other - Non-reportable - Small fire on diesel driven compressor
<b>Location</b>	Deck
<b>Subtype/s</b>	Fire
<b>Summary</b> <i>(at notification)</i>	<p>There was a small fire at the temporary diesel engine driven compressor that was located on the back of the LV108 which is a light construction vessel operating about 700m off the CPF installing a production flowline between the CPF and the production riser base. The fire was put out by the crew using hand held extinguishers. Nobody was hurt and the situation was brought under control very quickly.</p> <p>The informant was unsure if it was an incident that was notifiable to NOPSEMA but reported it anyway because of the proximity to the CPF and the nature of the work being carried out by the LV108 at that time.</p>

<b>Details</b> <i>(from final report)</i>	<p>There was a small fire at the temporary diesel engine driven compressor that was located on the back of the LV108 which is a light construction vessel operating about 700m off the CPF installing a production flowline between the CPF and the production riser base. The fire was put out by the crew using hand held extinguishers. Nobody was hurt and the situation was brought under control very quickly.</p> <p>The informant was unsure if it was an incident that was notifiable to NOPSEMA but reported it anyway because of the proximity to the CPF and the nature of the work being carried out by the LV108 at that time.</p> <p>The initial and final report states:- During normal deck operations (laying flexible pipe) during night shift on LV 108 members of the rigging team could smell smoke on the aft deck. The team investigated and noticed small flames and smoke emitting from the # 1 Lower Atlas Copco Package Diesel Powered Air Compressor on the Port aft quarter at the base of the 100T crane pedestal. The air compressor is required to run the air operated deck winches used for laying operations as part of the worksopes. The incident occurred during the early hrs of the 31st of Aug at 0340am. The incident was witnessed by the NS rigging team and the NS IR team who were the first responders. There has been no loss of containment or any fluid loss noticed at the site or reported. The weather conditions confirmed by the Bridge team report there was a slight breeze of approx 9 knots from the NE and a sea state of less than 1.7m significant wave height. The fire was extinguished by the Rigging team and the ERT (Marine crew) by way of dry chem powder fire extinguishers which were located at the site at 03:45am. By all accounts the damage caused to the air compressor is minor, the compressor was shut down via the E stop on the FWD side of the machine. The overfull oil level would have resulted in carry-over of oil into the exhaust manifold causing hotter than normal dirty exhaust. Additionally, the insulation lagging on the exhaust passes down in the way of the engine save-all. Ignition occurred to lagging wet with oil, near the front of the engine and close to pulleys and belts. The belt came off and was then positioned against the exhaust which then caught fire. The incident caused very minimal interference to ongoing operations and was resolved very effectively and efficiently by work crew.</p>
<b>Immediate cause/s</b>	High oil level in the diesel engine oil sump.
<b>Root cause/s</b>	
<b>Root cause description</b>	

<b>Duty inspector recommendation</b>	
<b>Date</b>	01/09/2017
<b>Duty inspector</b>	██████████
<b>Recommendation</b>	Do not conduct Major Investigation
<b>Reasoning</b>	Does not meet MI threshold based on information received
<b>Supporting considerations</b>	

<b>Major investigation decision</b>	
<b>Date</b>	04/09/2017
<b>Decision</b>	Do not conduct Major Investigation
<b>Reasoning</b>	Not applicable
<b>Supporting considerations</b>	Not notifiable.

<b>Non-major investigation review and recommendation</b>	
<b>Date</b>	04/09/2017
<b>Inspector</b>	██████████
<b>Risk gap</b>	
<b>Type of standard</b>	
<b>Initial strategy</b>	

<b>Recommended follow up strategy</b>	
<b>Recommended strategy</b>	
<b>Supporting considerations</b>	Not a notifiable incident (NT)

**Non-major investigation decision**

Date	08/05/2018
RoN	[REDACTED]
RoN review result	
Strategy decision	
Supporting considerations	not notifiable

**Associated inspection**

Inspection ID	
---------------	--