

# Notifiable incident

**Incident ID** [5719](#)

**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>	Incident
<b>Incident date</b>	06/12/2018 01:56 PM (WST)
<b>Notification date</b>	06/12/2018 02:59 PM (WST)
<b>NOPSEMA response date</b>	06/12/2018 03:05 PM (WST)
<b>Received by</b>	[REDACTED]
<b>Nearest state</b>	WA
<b>Initial category type</b> <i>(based on notification)</i>	Dangerous Occurrence
<b>Initial category</b> <i>(based on notification)</i>	Unplanned event - implement emergency response plan
<b>3 Day report received</b>	09/12/2018
<b>Final report received</b>	04/01/2019
<b>All required data received</b>	04/01/2019
<b>Final category type</b> <i>(based on final report)</i>	Dangerous Occurrence
<b>Final category</b> <i>(based on final report)</i>	Unplanned event - implement emergency response plan
<b>Brief description</b>	OHS - UPE - Spurious Gas detection alarm on MPG-C led to ESD1 and blowdown
<b>Location</b>	Engine room
<b>Subtype/s</b>	Alarm, Emergency response, Muster
<b>Summary</b> <i>(at notification)</i>	<ul style="list-style-type: none"><li>- Indication of Gas Detection at Main Power Generator (MPG) C, led to ESD 1 and blowdown.</li><li>- Achieved full muster at CPF and Floatel Triumph.</li><li>- Investigated the cause of the alarm and it was confirmed it was a false alarm.</li><li>- Muster stood down.</li><li>- Suspect of fault on local control panel for gas detection.</li><li>- at the time of the event, MPG-C was not running; only MPG-A was running with interconnector closed.</li><li>- Further investigation into the cause of the false alarm will be conducted.</li></ul>

<b>Details</b> <i>(from final report)</i>	<ul style="list-style-type: none"> <li>- Indication of Gas Detection at Main Power Generator (MPG) C, led to ESD 1 and blowdown.</li> <li>- Achieved full muster at CPF and Floatel Triumph.</li> <li>- Investigated the cause of the alarm and it was confirmed it was a false alarm.</li> <li>- Muster stood down.</li> <li>- Suspect of fault on local control panel for gas detection.</li> <li>- at the time of the event, MPG-C was not running; only MPG-A was running with interconnector closed.</li> <li>- Further investigation into the cause of the false alarm will be conducted.</li> </ul> <p>Indication of confirmed gas on air intake gas detectors on Main Power Generation (MPG) C generated an ESD 1 Non-Hazardous Area shutdown and blowdown followed by Facility General Platform Alarm (GPA) resulting in muster. MPG C offline at time of event. Area investigated by Emergency Response Team (ERT) confirmed false alarm. Facility in operation and no work in immediate area. Investigation will be managed in accordance with the INPEX Event Reporting &amp; Investigation Procedure.</p> <p>Automatic GPA. All personnel on CPF and Floatel Triumph mustered and accounted for. MPG C area investigated in field by ERT confirmed false alarm. No indication of gas identified.</p>
<b>Immediate cause/s</b>	Spurious gas alarm led to ESD1 and blow-down,
<b>Root cause/s</b>	ED - DESIGN - Design specs - problem not anticipated
<b>Root cause description</b>	<p>Incorrectly installed line monitoring resistors. Indication of confirmed gas on air intake gas detectors on Main Power Generation (MPG) C generated an ESD 1 Non-hazardous Area shutdown, blowdown, GPA and muster.</p> <p>At 13:55:10 – ESD1 Non-hazardous area was activated in response to a confirmed high gas alarm from MPG C.</p> <p>At 13:55:11 – MPG C confirmed high gas alarm from the Upper Control Panel (UCP) cleared.</p> <ul style="list-style-type: none"> <li>• MPG C was isolated for maintenance</li> <li>• No preliminary alarms enunciated on the ICSS</li> <li>• No activation of confirmed low gas alarm (as would occur if a genuine event)</li> <li>• No event recorded in the MPG UCP for indication of an event</li> <li>• Issue was traced to the intertrip loop from the MPG to the UCP</li> </ul> <p>Investigation identified that the line monitoring resistor connections into the terminal rail were not fully secured. This caused a momentary open circuit and ESD 1. The connection wires were not long enough which made it difficult for them to be fully secured.</p>

<b>Duty inspector recommendation</b>	
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<b>Date</b>	06/12/2018
<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>	
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<b>Date</b>	10/12/2018
<b>Decision</b>	Do not conduct Major Investigation
<b>Reasoning</b>	Does not meet MI threshold based on information received
<b>Supporting considerations</b>	

<b>Non-major investigation review and recommendation</b>	
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<b>Date</b>	11/12/2018
<b>Inspector</b>	██████████
<b>Risk gap</b>	None
<b>Type of standard</b>	Established
<b>Initial strategy</b>	Inclusion in annual stats/data analysis

Recommended follow up strategy	
<b>Recommended strategy</b>	Inclusion in annual report stats / data analysis
<b>Supporting considerations</b>	Reviewed 3 days report - Indication of confirmed gas on air intake gas detectors on Main Power Generation (MPG) C, which generated an ESD 1 Non-Hazardous Area shutdown and blowdown followed by Facility General Platform Alarm (GPA) resulting in muster. MPG C was offline at time of event. Area investigated by Emergency Response Team (ERT) and confirmed false alarm. There was no work at the vicinity. INPEX has commenced internal investigation for the faults. Reported being facility personnel were mustered [REDACTED]

Non-major investigation decision	
<b>Date</b>	12/12/2018
<b>RoN</b>	[REDACTED]
<b>RoN review result</b>	Agree with recommendation
<b>Strategy decision</b>	Inclusion in annual report stats / data analysis
<b>Supporting considerations</b>	

Associated inspection	
<b>Inspection ID</b>	