

# Notifiable incident

**Notification ID** [NTF11858](#)

**Duty holder** Woodside Energy Global Pty Ltd

**Facility/Activity** Pyrenees

**Nearest state** WA

**Incident** OHS-DCSE - number 2 boiler LP fuel gas line was below the minimal allowable wall thickness.

## Basic information provided at time of notification

<b>Notification type</b>	Incident
<b>Incident date</b>	13/11/2022 02:19 PM (AWST)
<b>Notification date</b>	13/11/2022 02:19 PM (AWST)
<b>NOPSEMA response date</b>	(AWST)
<b>Received by</b>	

## Summary of information provided

<b>Brief descriptive title</b>	OHS-DCSE - number 2 boiler LP fuel gas line was below the minimal allowable wall thickness.
<b>Incident location</b>	
<b>Subtype/s</b>	
<b>Summary</b> <i>(provided at notification)</i>	failure to meet a performance standard during ongoing fabric maintenance and piping inspections. It has been determined that four points on the number 2 boiler LP fuel gas line was below the minimal allowable wall thickness. Inspection was conducted on the 7th November at 8:00 AM. The fuel gas system to #2 boiler was immediately isolated so their inspections continued to identified any further defects.

## Request permission to disturb the site

<b>Permission given</b>	Not Applicable
<b>Permission given by</b>	
<b>Permission given on</b>	

## Initial spill and release amounts

<b>Gas (kg)</b>	
<b>Liquid (L)</b>	
<b>Release type</b>	
<b>More information</b>	

## Details of person providing information to NOPSEMA

<b>Full name</b>	
<b>Job title</b>	

## Initial notification category

<b>Initial category type</b> <i>(based on notification)</i>	Dangerous Occurrence
<b>Initial category</b> <i>(based on notification)</i>	OHS - damage to safety-critical equipment

## Running sheet

There are no running sheet entries for this notification

## Decision

Escalate to level 1	Yes
Inspector	[REDACTED]
Escalated on	15/11/2022 07:33

## Final notification category

Final category type (based on final report)	Dangerous Occurrence
Final category (based on final report)	OHS - damage to safety-critical equipment

## Immediate causes

Details	What were the immediate causes of the incident? - External corrosion to piping
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## Initial report

Due date	16/11/2022
Received date	17/11/2022
Reviewed date	22/11/2022
Reviewed by	[REDACTED]
Additional details provided by duty holder	<p>Brief description of incident - Pyrenees Boiler Fuel Gas Line 125-FG-550 &amp; 125-FG-551 Low Wall Thickness</p> <p>*Note: 125-FG-550 line was de-pressurised and had been placed under a long-term isolation as a result of the fuel gas skid reportable event</p> <p>Work or activity being undertaken at time of incident - Planned fabric maintenance activities were being completed on lines 125- FG-550 (line is de-pressurised and had been placed under a long-term isolation as a result of the fuel gas skid reportable event) and on line 125-FG- 551</p> <p>What are the internal investigation arrangements? - Non-destructive testing of spools and repairs method endorsed by [REDACTED]</p> <p>Was there any loss of containment of any fluid (liquid or gas)? - No</p> <p>Was NOPSEMA notified through the dedicated notification phone line? - Yes</p> <p>Action taken to make the work-site safe - 125-FG-550 line already de-pressurised and placed under a long-term isolation. 125-FG-551 has subsequently been isolated and depressurised.</p> <p>Was an emergency response initiated? - No</p> <p>Was anyone killed or injured? - No</p> <p>Was there any serious damage? - No</p> <p>Will the equipment be shut down? - Yes</p> <p>If yes, for how long? - Until effective repair is conducted</p> <p>Will the facility be shut down? - No</p> <p>Immediate action taken/intended, if any, to prevent recurrence of incident:</p> <p>Action 1 - Isolate fuel gas line 125-FG- 551 to boiler</p> <p>Responsible party - [REDACTED]</p> <p>Completion date - 7/11/2022</p> <p>Action 2 - Fit For Service assessment to be performed on fuel gas lines and agreed by [REDACTED]</p> <p>Responsible Party - [REDACTED]</p> <p>Completion Date - 30-11-2022</p>

## Final report

<b>Due date</b>	13/12/2022
<b>Received date</b>	15/12/2022
<b>Reviewed date</b>	19/12/2022
<b>Reviewed by</b>	[REDACTED]
<b>Additional details provided by duty holder</b>	<p>Full report</p> <p>During completion of Fabric Maintenance on No 1 Boiler Fuel Gas Supply on 06/11/22 an inspection was conducted on the parallel line 125-FG-551 (No. 2 Boiler Fuel Gas Supply) which identified a similar condition to No 1. The decision was made to isolate the line and complete a detailed inspection and assessment. The inspection started on the 08/11/22 which identified pipework close to minimum allowable wall thickness under the pipe support, initiating this event.</p> <p>History</p> <p>In August 2022, during the investigation into an event relating to low wall thickness on the Fuel Gas Skid, the [REDACTED] identified that the Fuel Gas Pipework had begun to externally corrode. Review of the work order history and the condition of the pipework identified that the new coating had not been applied with adequate freshwater wash down prior to coat application. Notifications were raised to complete inspection of the Fuel Gas Lines.</p> <p>The [REDACTED] nominated to utilize Profile Radiography to confirm the remaining wall at pipe supports. This did not indicate there were any thin-walled locations at the time of inspection.</p> <p>Actions to prevent recurrence of same or similar incident</p> <p>Action - MOC Defined Life Repair to 125-FG-550/551 - Responsible Party - [REDACTED] - Completion Date - 31.03.2023</p> <p>Action - Identify Method for CUPS Inspection. - Responsible Party - [REDACTED] - Completion Date - 31.03.2023</p> <p>Action - Main Deck GVI Strategy - Responsible Party - [REDACTED] - Completion Date - 27.01-2023</p>

Final spill and release amounts	
<b>Gas (kg)</b>	0.00
<b>Liquid (L)</b>	0.00
<b>Release type</b>	
<b>More information</b>	

Root causes	
<b>Code</b>	
<b>Description</b>	<p>Has the investigation been completed? Yes</p> <p>Root cause analysis</p> <p>Root cause 1 There is no General Visual Inspection Routine for the Main Deck.</p> <p>Root cause 2 Work completed by Core Crew without adequate oversight of application method.</p> <p>Root cause 3 Method for the inspection of Corrosion at Pipe Support has not been developed.</p> <p>Other root causes No requirement for shims was specified for the Engine Room Pipework.</p>

All data received	
<b>Date</b>	19/12/2022

