

# Notifiable incident

**Notification ID** [NTF11908](#)

**Duty holder** Woodside Energy Global Pty Ltd  
**Facility/Activity** Pyrenees  
**Nearest state** WA  
**Incident** OHS-DSCE - Crane collides with non-directional beacon

**Basic information provided at time of notification**

<b>Notification type</b>	Incident
<b>Incident date</b>	03/12/2022 12:00 PM (AWST)
<b>Notification date</b>	03/12/2022 12:40 PM (AWST)
<b>NOPSEMA response date</b>	03/12/2022 02:30 PM (AWST)
<b>Received by</b>	

**Summary of information provided**

<b>Brief descriptive title</b>	OHS-DSCE - Crane collides with non-directional beacon
<b>Incident location</b>	
<b>Subtype/s</b>	
<b>Summary</b> <i>(provided at notification)</i>	Crane No.4 (7 tonne) was being used for job of stripping scaffold on island radar. At the time it was not under load. The crane operator has slewed the crane boom and this has made contact with the non-directonal beacon antenna. The antenna is 8 metres high and the boom made contact with 4 shorter arrays near whip aerial. This is used for helicopter operations at the request of the pilot where visibility is low (ie. high volume rain, smog). They have done a function test and found it is working however it is unknown how far the signal travels. Crew change Wednesday 2.00pm - they will test system. The array is not repairable and quotations are underway for repalcement.

**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**

<b>Escalate to level 1</b>	Yes
<b>Inspector</b>	
<b>Escalated on</b>	05/12/2022 10:19

**Final notification category**

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

**Immediate causes**

<b>Details</b>	
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**Initial report**

<b>Due date</b>	06/12/2022
<b>Received date</b>	06/12/2022
<b>Reviewed date</b>	08/12/2022
<b>Reviewed by</b>	

<b>Additional details provided by duty holder</b>	<p><b>Brief description of incident:</b> Crane lifts were being performed using the aft Provisions Crane (No.4), removing scaffold from the monkey island deck (level above the navigation bridge / wheelhouse) to the Accommodation A Deck level. The monkey island contains multiple navigation and communications antenna. Several loads had been transferred without incident. As the crane boom was manoeuvring into position for the next lift (without a load on the hook), the crane boom met the Non-Directional Beacon (NDB) antenna. When the crane boom was manoeuvred away from the NDB antenna, one of the four shorter arrays separated from the main whip of the NDB antenna.</p> <p>The NDB system is only used (powered on) when requested by the helicopter pilots, which is infrequent, given the primary means of indication for flight path and landing guidance is GPS. An NDB system would only be required when vessel was under-way with no GPS signal available for the helicopter landing.</p> <p><b>Work or activity being undertaken at time of incident:</b> Lifting of scaffold equipment from Monkey Island to Accommodation A deck level.</p> <p><b>What are the internal investigation arrangements?</b> Facility personnel and onshore Engineering support to conduct internal investigation.</p> <p><b>Immediate action taken/intended, if any, to prevent recurrence of incident:</b></p> <p>Action - Function test NDB system without helo in field - Responsible party - [REDACTED] - Completion date - Completed 2nd Dec 2022</p> <p>Action - Update the Crane Operations JRA to include a statement to identify comms &amp; nav aids equipment prior to lifts to/from the Monkey Island - Responsible party - [REDACTED] - GSO - Completion date - 5th Dec 2022</p> <p>Action - Function test NDB system with helo inbound to facility – to check range / signal strength of transmitted signal - Responsible party - [REDACTED] - Completion date - Completed 6th Dec 2022</p> <p>Action - Notify [REDACTED] helicopter operators of Pyrenees NDB status - Responsible Party - [REDACTED] Completion date - Completed 6th Dec 2022</p> <p>Action - Repair / Replace damaged section of the NDB antenna (NOTI 434575453) - Responsible Party - [REDACTED] - Completion Date - 28th Feb 2023</p>
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Final report	
Due date	02/01/2023
Received date	28/12/2022
Reviewed date	12/01/2023
Reviewed by	[REDACTED]

Additional details provided by duty holder	<p>Full report:</p> <p>Internal investigation conducted by Facility personnel and onshore Engineering support.</p> <p>Lifting operations were being undertaken between multiple levels of the accommodation superstructure requiring the dogman to transit between the main upper deck and the monkey island (navigation bridge top). In an attempt to make the overall lifting operations more efficient, the crane driver slewed the crane boom into position in preparation for the next lift. The slewing operation was undertaken whilst the dogman was still transiting the access stair [REDACTED] his way to the monkey island (navigation bridge top). Whilst the crane driver [REDACTED] near line of sight at all times, the crane driver lost situational awareness, height [REDACTED] by the dogman not being in place. Function test of the NDB system undertaken on [REDACTED] 6th Dec 2022 with [REDACTED]. WEX has confirmed that the NDB system is fully functional.</p> <p>Actions to prevent recurrence of same or similar incident</p> <p>Action - Update the Crane Operations JRA to include a statement to identify comms &amp; nav aids equipment prior to lifts to/from the Monkey Island - Responsible Party - [REDACTED] Completion Date - Completed - 5 th Dec 2022</p> <p>Action - [REDACTED] to discuss the event with the [REDACTED] team –specifically targeting the requirement for the assigned dogman to be in position prior to the crane driver manoeuvring (slewing) crane boom into place - Responsible Party - [REDACTED] - Completion Date - Completed 3rd Dec 2022</p> <p>Action - Update the procedure “PYUT-CRL-0001 Pyrenees Deck Crane Operations” to clearly state that a dogman must be identified and in place prior to crane operations commencing. - Responsible Party - [REDACTED] - Completion Date - 28th Feb 2023</p> <p>Action - Repair / Replace the NDB antenna (NOTI 434575453) - Responsible Party - [REDACTED] Completion Date - Completed 23rd Dec 2022</p>
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Final spill and release amounts	
Gas (kg)	0.00
Liquid (L)	0.00
Release type	
More information	

Root causes	
Code	
Description	<p>Has the investigation been completed? Yes</p> <p>Root cause analysis</p> <p>Root cause 1 Crane Driver lost situational awareness during crane boom slewing operation</p> <p>Root cause 2</p> <p>Dogman not in position – dogman was still transiting up access stairwell when slewing operation of crane commenced.</p>

All data received	
Date	12/01/2023

