

# Notifiable incident

<b>Notification ID</b>	<a href="#">NTF11927</a>
<b>Duty holder</b>	Woodside Energy Ltd
<b>Facility/Activity</b>	Vincent
<b>Nearest state</b>	WA
<b>Incident</b>	OHS-DSCE - Distortion of Vessel Structure Noted During Class Inspection

Basic information provided at time of notification	
<b>Notification type</b>	Incident
<b>Incident date</b>	12/12/2022 01:18 PM (AWST)
<b>Notification date</b>	12/12/2022 01:18 PM (AWST)
<b>NOPSEMA response date</b>	12/12/2022 01:25 PM (AWST)
<b>Received by</b>	██████████

Summary of information provided	
<b>Brief descriptive title</b>	OHS-DSCE - Distortion of Vessel Structure Noted During Class Inspection
<b>Incident location</b>	Engine room
<b>Subtype/s</b>	Facility integrity, Other, Structural failure
<b>Summary (provided at notification)</b>	<p>██████████ advised that during class inspection of pump and bilge area, distortion of the vessel structure was identified. This has forced a condition of class on the vessel which requires reporting to both ██████████ and NOPSEMA.</p> <p>██████████ confirmed that vessel is due to go to shipyard in 2023. Facility focal point inspector has been informed of issue via separate email from facility operator. 3- and 30-day reports are to follow.</p>

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 (based on notification)</b>	Dangerous Occurrence
<b>Initial category (based on notification)</b>	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	12/12/2022 14:03

#### Final notification category

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

#### Immediate causes

Details	In discussion with the attending [REDACTED] there is no immediate cause identified for the distortion. [REDACTED] has no current concern over the structural integrity of the pump room, with inspection / repair in drydock the recommended action
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#### Initial report

Due date	15/12/2022
Received date	13/12/2022
Reviewed date	15/12/2022
Reviewed by	[REDACTED]

<b>Additional details provided by duty holder</b>	<p>Brief description of incident During the Pump Room bilge survey, distortion to structure and wastage to side shell was identified. A Condition of Class has been imposed, and a Statutory Deficiency raised against the [REDACTED] Certificate.</p> <p>Work or activity being undertaken at time of incident: Routine inspection work</p> <p>What are the Internal Investigation Arrangements Internal investigation in accordance with Woodside "Health Safety and Environment Event Reporting, Investigating and Learning Procedure"</p> <p>Was there any loss of containment of any fluid (liquid or gas)? No</p> <p>Action taken to make the work-site safe: Action taken: Review of Performance Standard to determine if damage is a failure. At present, there is no concern that the defects will result in an increase in above base line risk of MAE / MEE. An assessment of the structure is currently being completed. Details of any disturbance of the work site: NIL</p> <p>Was an emergency response initiated? No Was anyone killed or injured? No</p> <p>Immediate action taken/intended, if any, to prevent recurrence of incident.</p> <p>Action: Review of Performance Standard to ensure no failure, and no increase above base line for MAE / MEE. Responsible party [REDACTED] Completion date 13-Dec-2022 Actual or Intended Actual</p> <p>Action Naval Architect to review data and identify any potential areas of concern. Responsible party [REDACTED] Completion date 31-Dec-2022 Actual or Intended Intended</p>
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<b>Final report</b>	
<b>Due date</b>	11/01/2023
<b>Received date</b>	05/01/2023
<b>Reviewed date</b>	05/01/2023
<b>Reviewed by</b>	[REDACTED]

<b>Additional details provided by duty holder</b>	<p>Full Report:</p> <p>Describe investigation in detail, including who conducted the investigation and in accordance with what standard/procedure  During the Pump Room bilge survey conducted as part of routine inspection work, distortion to structure and wastage to side shell was identified. A Condition of Class has been imposed, and a Statutory Deficiency raised against the [REDACTED] Certificate.</p> <p>In discussion with the attending [REDACTED] there is no immediate cause identified for the distortion.  The [REDACTED] has no immediate concern over the structural integrity of the pump room, with inspection / repair in drydock the recommended action. Ngujima Yin is proceeding to a scheduled dry docking in March 2023.</p> <p>Actions to prevent recurrence of same or similar incident</p> <p>Action Review of report for SF-P-016 Pump Room damage and determine if Performance Standard has been beached.  Responsible party [REDACTED]  Completion date 20-Dec-2022  Actual or Intended Actual</p> <p>Action Determine if possible the cause of the pump room buckling, this may involve further inspection in the Singapore dry dock.  Responsible party [REDACTED]  Completion date 30-Jun-2023  Actual or Intended Intended</p> <p>Action Complete repairs for CoC's as per Class Society recommendations  Responsible party [REDACTED]  Completion date 30-Jun-2022  Actual or Intended Intended</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	Root Causes Analysis Factor: EQ3-0 Equipment Predictive/Preventative Maintenance Comments In discussion with the attending [REDACTED] there is no immediate cause identified for the distortion.

All data received	
Date	05/01/2023

