



C-NLOPB Quarterly Safety Incident Report

Updated January 10, 2019

Date Incident Occurred	Operator	Installation	Incident Classification(s) (Actual/Potential)	Incident Description
Jul/03/2018	HMDC*	Helicopter	Actual: Helicopter Occurrence	Flight turned around while enroute to installation due to the unavailability of the Search and Rescue (SAR) helicopter. Flights resumed once the SAR helicopter returned to service.
Jul/03/2018	HMDC	Helicopter	Actual: Helicopter Occurrence	Intermittent metal chip detection system for the tail rotor resulted in flight returning to base. Wiring system was cleaned and repaired and helicopter returned to service.
Jul/07/2018	Husky Oil Operations Limited	SeaRose FPSO	Actual: None Potential: Lost/Restricted Workday Injury	Worker caught third finger on the right hand between door and frame.
Jul/08/2018	Suncor Energy	M/V Maersk Nexus	Actual: Impairment/Damage to Critical Equipment	Unplanned shutdown of 50 ton crane on the M/V Maersk Nexus while changing out rope deployment baskets.



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Jul/08/2018	HMDC	Helicopter	Actual: Helicopter Occurrence	A caution light illuminated in the cockpit advising the pilots that the maintenance computer had failed. No abnormalities or vibrations were experienced and flight continued back to St. John's without any further indications.
Jul/09/2018	HMDC	Helicopter	Actual: Near Miss and Helicopter Occurrence	Upon arrival at installation, individual discovered that he did not have a HUEBA (Helicopter Underwater Emergency Breathing Apparatus).
Jul/09/2018	ExxonMobil Canada	M/V <i>Atlantic Heron</i>	Actual: Impairment/Damage to Critical Equipment	Firefighting capabilities were lost while performing standby duties on the M/V <i>Atlantic Heron</i> due to equipment difficulty.
Jul/11/2018	Suncor Energy	M/V <i>Maersk Nexus</i>	Actual: Impairment/Damage to Critical Equipment	Heave function on crane failed while performing subsea control module change out operations on M/V <i>Maersk Nexus</i> .
Jul/11/2018	HMDC	<i>Hibernia</i> Platform	Actual: Near Miss Potential: Lost/Restricted Workday Injury	A tecklok seal-ring weighing 5.7lbs dropped to the compressor deck near workers.



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Jul/20/2018	Suncor Energy	<i>Transocean Barents</i> MODU	Actual: Implementation of Emergency Response Plan	General Platform Alarm (GPA) - False alarm came from smoke sensor on starboard forward pontoon.
Jul/23/2018	Husky Oil Operations Limited	<i>SeaRose</i> FPSO	Actual: Implementation of Emergency Response Plan	GPA - Result of two high alarms from the gas detection system as a result of maintenance work being performed in a cargo oil tank.
Jul/25/2018	HMDC	<i>Hibernia</i> Platform	Actual: None Potential: Lost/Restricted Workday Injury	While lifting a tool pallet with the blow out preventer (BOP) crane, the pallet swung and struck a worker in the ankle.
Jul/28/2018	Suncor Energy	<i>Transocean Barents</i> MODU	Actual: Implementation of Emergency Response Plan	GPA - Alarm came on from the H ₂ S sensor on the rig floor due to pressure washing activities. No gas was detected.
Jul/31/2018	Suncor Energy	<i>M/V Maersk Clipper</i>	Actual: None Potential: Lost/Restricted Workday Injury	Worker cut left index finger on the support-standby vessel.
Jul/31/2018	Suncor Energy	<i>M/V Maersk Clipper</i>	Actual: Impairment/Damage to Critical Equipment	A generator tripped a breaker on the standby-support vessel.
Aug/01/2018	ExxonMobil Canada	Helicopter	Actual: Helicopter Occurrence	Flight experienced an air conditioning fault.



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Aug/03/2018	HMDC	Helicopter	Actual: Helicopter Occurrence	Flight crew reported an air conditioning fail.
Aug/06/2018	ExxonMobil Canada	Helicopter	Actual: Helicopter Occurrence	Flight experienced an air conditioning fail during inbound flight.
Aug/09/2018	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: Implementation of Emergency Response Plan	GPA activation from a faulty gas detector.
Aug/10/2018	Husky Oil Operations Limited	<i>SeaRose</i> FPSO	Actual: Leak of Hazardous Substance	Occurrence of elevated H ₂ S levels experienced in a port cargo oil tank.
Aug/11/2018	Suncor Energy	<i>Transocean Barents</i> MODU	Actual: Near Miss Potential: Lost/Restricted Workday Injury	Personnel were working at heights on rig floor when a worker's hard hat slipped off their head, landing in black zone below. No personnel were in the area at the time.
Aug/11/2018	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: Impairment/Damage to Critical Equipment	Impairment of the fire protection system.
Aug/12/2018	Husky Oil Operations Limited	<i>SeaRose</i> FPSO	Actual: Impairment/Damage to Critical Equipment	Forward KISS 700 lifeboat launching system out of service.
Aug/18/2018	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: Impairment/Damage to Critical Equipment	Unexpected shutdown of aft crane occurred while completing installment of 16" spool from M09 port to forward of flare tower.



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Aug/19/2018	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: Near Miss Potential: Lost/Restricted Workday Injury	When a worker was disconnecting fittings, a hose slipped through knots and fell approximately 20ft to deck below in the vicinity of two workers.
Aug/26/2018	HMDC	<i>Hibernia</i> Platform	Actual: Impairment/Damage to Critical Equipment	Ground fault alarm activated on the local alarm panel for a firewater pump due to a faulty connection in the motor circuit. The firewater pump is currently out of service.
Aug/27/2018	Suncor Energy	<i>Transocean Barents</i> MODU	Actual: Major Injury	Workers were attempting to secure a lifting cap to tree stump. The cap fell over and fractured a worker's finger.
Sep/01/2018	HMDC	<i>Hibernia</i> Platform	Actual: Lost/Restricted Workday Injury	While erecting a scaffold, a worker was passing a scaffold plank from the ground to the first level of the scaffold build when he felt a sensation in his left forearm.
Sep/02/2018	Suncor Energy	<i>Transocean Barents</i> MODU	Actual: Implementation of Emergency Response Plan	GPA - H ₂ S sensor had gone into alarm in HVAC in-take for the shakerhouse. Portable gas meters confirmed no H ₂ S gas found.



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Sep/04/2018	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: None Potential: Significant Hydrocarbon Release	Hydrocarbon odor was noted in close proximity to a compressor. Upon further investigation by area operator a minor leak was identified on double block and bleed valve located on compressor discharge piping.
Sep/06/2018	HMDC	Helicopter	Actual: Helicopter Occurrence	Flight crew reported number 1 and 2 full authority digital engine control fault shortly after taxi. Flight returned to base and passengers de-planed. Maintenance cleared the fault and aircraft was returned to service.
Sep/11/2018	HMDC	Helicopter	Actual: Helicopter Occurrence	While on deck of installation, crew reported that they had a number 1 and 2 full authority digital engine control fault. After restart, the faults cleared and the flight returned to St. John's without incident.
Sep/11/2018	Suncor Energy	<i>Transocean Barents</i> MODU	Actual: Implementation of Emergency Response Plan	GPA - Alarm came in on the bridge for a H ₂ S sensor that had gone into alarm in the pit area. Response team investigated the area and deemed it safe.



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Sep/14/2018	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: Impairment/Damage to Critical Equipment	FROG contacts turret while preparing for vessel transfer.
Sep/14/2018	ExxonMobil Canada	<i>Hebron</i> Platform	Actual: Near Miss Potential: Fatality	While lifting a joint of heavyweight drill pipe the gripper head of the knuckle boom crane opened resulting in the pipe falling. There were no workers in the area.
Sep/15/2018	ExxonMobil Canada	Helicopter	Actual: Helicopter Occurrence	On approach to landing, the helicopter experienced a flight director degrade. Helicopter landed without incident.
Sep/16/2018	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: Unauthorized Discharge and Significant Hydrocarbon Release	Significant hydrocarbon gas release on HP2 compressor discharge valve. No release to sea.
Sep/17/2018	Husky Oil Operations Limited	<i>Henry Goodrich</i> MODU	Actual: Near Miss Potential: Fatality	During planned maintenance, the loose end of the drill line overcame its securing point and fell approximately 180 feet down to the rig floor below. There were no workers in the area.
Sep/17/2018	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: None Potential: Lost/Restricted Workday Injury	15lb light fixture dropped 7.5ft. There were no workers in the area.



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Sep/17/2018	Husky Oil Operations Limited	<i>Henry Goodrich</i> MODU	Actual: Near Miss Potential: Fatality	Cargo was transferred from the <i>Henry Goodrich</i> MODU to supply vessel with a mallet laying unsecured on the frame. The mallet weighed 5.1lbs and had the potential to fall 22m during the transfer. There were no workers in the area.
Sep/19/2018	Suncor Energy	<i>Transocean Barents</i> MODU	Actual: Impairment/Damage to Critical Equipment	During operations a noise was heard in mooring winch 7 and 8 which stopped work. Upon investigation, damaged components were found on the equipment.
Sep/20/2018	ExxonMobil Canada	Helicopter	Actual: Helicopter Occurrence	Flight experienced tail rotor de-ice fail caution. Crew reset the system, per procedure, and deicing function was restored.
Sep/23/2018	ExxonMobil Canada	<i>Hebron</i> Platform	Actual: Significant Hydrocarbon Release Potential: Major Hydrocarbon Release	Identified source was the anti-surge valve flange. No release to sea.



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Sep/26/2018	Husky Oil Operations Limited	Helicopter	Actual: Helicopter Occurrence	Intermediate gear box momentary hot indication on final approach to installation. Helicopter landed without incident and Cougar technicians were flown to installation to confirm no-fault with helicopter before departure back to St. John's.
Sep/26/2018	Suncor Energy	<i>Transocean Barents</i> MODU	Actual: Implementation of Emergency Response Plan	GPA and muster caused by H ₂ S sensor being activated which triggered a general platform alarm. Response team investigated and deemed the area safe.

*HMDC – Hibernia Management and Development Company Ltd.

Note:

Initial reports from Operators may be amended when new information is received or circumstances change. For example, an incident initially reported as a minor injury (sprained ankle) may later be reclassified as a major injury (broken ankle) following further onshore medical assessment.

The C-NLOPB will issue an updated quarterly incident report if there are changes to classifications or other information provided for the previous quarter.

[Policy Respecting Public Disclosure of Incidents and Related Information](#)

[Incident Reporting and Investigation Guideline](#)