



## C-NLOPB Quarterly Safety Incident Report

April 1, 2020 – June 30, 2020

Date Incident Occurred (YYYY-MM-DD)	Operator	Installation	Incident Classification(s) (Actual/Potential)	Incident Description
2020-04-03	Suncor Energy	Helicopter	Actual: Helicopter Occurrence	During taxi, the helicopter's left wheel brake seized. Helicopter air-taxed back to helicopter operator ramp and passengers were debriefed. Aircraft was turned over to helicopter operator maintenance for service and repair.
2020-04-05	ExxonMobil Canada	M/V <i>Maersk Dispatcher</i>	Actual: Medevac	A worker on the M/V <i>Maersk Dispatcher</i> injured a finger when a cabin door closed unexpectedly due to vessel movement. The worker was brought onboard the <i>West Aquarius</i> MODU where, following an assessment by the rig medic and consultation with the onshore doctor, the decision was made to transfer the worker to shore for further evaluation.



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2020-04-05	ExxonMobil Canada	Helicopter	Actual: Helicopter Occurrence	During flight to the <i>Hebron</i> Platform, the aircraft experienced a #1 engine inlet ice fail indication. The emergency checklist was consulted and after a reset of the #1 engine inlet it remained in a failed state. The crew elected to return to St. John's due to weather conditions. The passengers were debriefed upon arrival. Aircraft was turned over to helicopter operator maintenance for service.
2020-04-06	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: Helicopter Occurrence	During flight, helicopter reported an active vibration control fail issue and a #2 engine inlet de-ice fail. The helicopter returned to St. John's. Passengers were debriefed by the flight crew. Aircraft was turned over to helicopter operator maintenance for service.

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2020-04-10	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: Helicopter Occurrence	Helicopter lifted off into a pre-departure hover in St. John's. Upon lift off, aircraft indicated a dual auto pilot fail. Flight crew made a second attempt to initiate but this did not resolve the issue. Aircraft landed back on the runway and proceeded to taxi back to the helicopter operator ramp. Passengers were debriefed by the flight crew. Aircraft was turned over to helicopter operator maintenance for service.
2020-04-11	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: Impairment/Damage to Critical Equipment	Remote water activation did not occur during helideck fire water monitor testing. Manual water activation was available at the monitor skids while the issue was being evaluated.
2020-04-11	ExxonMobil Canada	<i>Hebron</i> Platform	Actual: Implementation of Emergency Response Plan	General platform alarm occurred due to faulty activation of a smoke detector located in the living quarters.
2020-04-13	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: Implementation of Emergency Response Plan	General platform alarm occurred due to the activation of two smoke detectors. Fire team determined no smoke was present in the area and muster was stood down.



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2020-04-21	ExxonMobil Canada	<i>Hebron</i> Platform	Actual: Impairment/Damage to Critical Equipment	South west crane luffing winch encoder went into alarm while performing regular lifts. The problem was repaired.
2020-04-22	ExxonMobil Canada	<i>Hebron</i> Platform	Actual: Impairment/Damage to Critical Equipment	Damage was detected to north east crane luffing wire during pre-use inspection. Crane was taken out of service. Luffing wire was replaced.
2020-04-22	Equinor Canada	Helicopter	Actual: Helicopter Occurrence	While on the helideck of the <i>Transocean Barents</i> MODU, helicopter experienced a full authority digital electronic control failure. The engine was shut down and re-started, which cleared the fault. Passengers were debriefed and flight continued to St. John's.
2020-05-02	HMDC	Helicopter	Actual: Helicopter Occurrence	Helicopter had a full authority digital electronic control indication light illuminate while approaching the <i>Hibernia</i> Platform. Once landed on the helideck, the system was restored with no further issues.



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2020-05-05	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: Impairment/Damage to Critical Equipment	There was an unexpected telecommunication outage effecting the primary external voice and data communications system onboard. Secondary communications system was available during the outage.
2020-05-05	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: Implementation of Emergency Response Plan & Impairment/Damage to Critical Equipment	Flame detector located in the port fire water pump room activated. The fire team investigated the area and there was no indication of fire. The flame detector was not functioning properly and was replaced.
2020-05-07	Equinor Canada	Helicopter	Actual: Helicopter Occurrence	Improper flight manifesting. It was determined that the passenger flight suits were not being accounted for on outbound flights to the <i>Transocean Barents</i> MODU since 2020-04-08. The information tracking system was reprogramed with no further instances.

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2020-05-07	Equinor Canada	<i>Transocean Barents</i> MODU	Actual: Near Miss  Potential: Major Injury	While running casing, a piece of a cylinder clevis was observed to have dropped and landed within the red zone on the drill floor. The object was 0.785 kg and fell 9.75 m. There were no personnel in the red zone area at the time of the incident.
2020-05-07	HMDC	Helicopter	Actual: Helicopter Occurrence	During flight to the <i>Hibernia</i> Platform, helicopter had a main gear box oil pressure indication 10 nautical miles from the installation. The crew consulted the emergency checklist as well as helicopter operator maintenance and determined it was an indication problem and not an actual issue with the main gear box. Helicopter landed safely on the helideck without incident. It was later determined that the issue was an intermittent fault with an oil pressure transducer.
2020-05-11	ExxonMobil Canada	<i>Hebron</i> Platform	Actual: Impairment/Damage to Critical Equipment	During weekly checks, damage was observed on a lifeboat air line. Sufficient lifeboat capacity remained in service while repairs were completed.

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2020-05-14	ExxonMobil Canada	<i>West Aquarius</i> MODU	Actual: Medevac	On 2020-05-13, worker experienced lower back discomfort when assisting a hand cart over a berm while transferring a load. Decision was made the following day to send the worker to shore for further assessment.
2020-05-15	HMDC	<i>Hibernia</i> Platform	Actual: Impairment/Damage to Critical Equipment	Hydrostatic tests for 49 fire extinguishers due in 2019 were not completed. These fire extinguishers were replaced with compliant units.
2020-05-15	ExxonMobil Canada	<i>Hebron</i> Platform	Actual: Implementation of Emergency Response Plan & Significant Hydrocarbon Release to Air	Platform went into alarm status due to indication of gas in the turbine of a main power generator during switchover between liquid fuel and fuel gas.
2020-05-18	Husky Oil Operations	Helicopter	Actual: Helicopter Occurrence	During a flight to the <i>SeaRose</i> FPSO, the flight crew performed a routine engine performance assurance check and noticed a 40°C difference in temperature between the two engines. Following consultation with helicopter operator maintenance it was decided that the helicopter return to St. John's for further maintenance investigation.



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2020-05-19	Husky Oil Operations	Helicopter	Actual: Helicopter Occurrence	<p>During pre-landing checks on approach to St. John's, the helicopter's gear down lever was selected but the nose landing gear failed to extend. The crew consulted the emergency checklist and attempted to use the blow-down system to extend the gear. This procedure was not successful, so the crew consulted helicopter operator maintenance. The helicopter was instructed to hover over a designated taxiway for troubleshooting. Upon visual inspection by maintenance personnel, it was determined that the nose landing gear was misaligned inside the wheel-well, and therefore could not extend. Helicopter operator technicians proceeded to re-align the nose wheel and the nose landing gear extended successfully (the ground-based emergency landing rest for the nose block was in place in the event that the nose landing gear could not be deployed). The helicopter landed safely.</p>
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2020-05-22	Equinor Canada	Helicopter	Actual: Helicopter Occurrence	After takeoff from the <i>Transocean Barents</i> MODU, the crew determined that the ground speeds were approximately 20-25 knots lower than anticipated during flight planning. The crew elected to return to the facility to take on more fuel to compensate for the longer flight time due to strong head winds. The flight returned to St. John's without further incident.
2020-05-27	ExxonMobil Canada	<i>Hebron</i> Platform	Actual: Implementation of Emergency Response Plan	Gas detector sensor drifted high near a main power generator causing the unit to shut down and a general platform alarm. The cause was determined to be a calibration error (no gas actually present).

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2020-05-30	Suncor Energy	<i>Terra Nova</i> FPSO	Actual: Fire/Explosion & Implementation of Emergency Response Plan & Impairment/Damage to Critical Equipment  Potential: Major Injury & Major Impairment/Damage	Pneumatic heat detection located above the low pressure separator was activated. A general platform alarm was sounded and all personnel mustered. The deluge skid released and the fire team confirmed a fire inside the low pressure separator. The fire team extinguished the fire with use of foam. The process plant was shut down at the time of the incident.
2020-06-04	Multi-Klient Invest (MKI)	M/V <i>Ramform Atlas</i>	Actual: Lost/Restricted Workday Injury	While working on deck, crew member slipped and injured their ankle.
2020-06-06	HMDC	M/V <i>Atlantic Shrike</i>	Actual: Implementation of Emergency Response Plan	Smoke alarm from the propulsion room was activated. Upon investigation by the fire team, it was determined that the non-drive end bearing had overheated resulting in smoke in the room. No indication of ignition was observed.

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2020-06-10	ExxonMobil Canada	Helicopter	Actual: Helicopter Occurrence	An undeclared dangerous goods package, containing a camera battery, was placed on an inbound flight from the <i>Hebron</i> Platform. The package was clearly marked with labels but the helicopter operator was not advised in advance of any dangerous goods shipment request. The operator and Transport Canada were advised. Expectations with reference to the transport of dangerous goods have been communicated to all involved personnel.
2020-06-10	Suncor Energy	Helicopter	Actual: Helicopter Occurrence	While conducting search and rescue training, the crew identified a technical issue with the main gear box. The training mission was ceased and the aircraft returned to base for maintenance. 103 Rescue Squadron in Gander was advised and prepared to respond if required. Helicopter operator SAR was returned to normal after approximately four hours.

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2020-06-18	ExxonMobil Canada	<i>Hebron Platform</i>	Actual: Implementation of Emergency Response Plan	A false general platform alarm was initiated from a manual call point during regular testing.
2020-06-19	ExxonMobil Canada	<i>Hebron Platform</i>	Actual: Near Miss	Plastic cribbing (3.9 kg) fell into the ocean (approximate height 79 m). The vendor specified rigging procedure was not clearly communicated to the deck crew. No one was injured.
2020-06-20	Suncor Energy	<i>Terra Nova FPSO</i>	Actual: None  Potential: Lost/Restricted Workday Injury	Galley staff worker lacerated the tip of left middle finger.
2020-06-20	Equinor Canada	<i>Transocean Barents MODU</i>	Actual: Leak of Hazardous Substance	There was a leak in the rig's hydraulic system resulting in a release of 700 liters of hydraulic oil. All hydraulic oil was contained within the hydraulic power unit room with no overboard pollution to the sea.
2020-06-24	ExxonMobil Canada	<i>Hebron Platform</i>	Actual: Near Miss  Potential: Fatality	A container bumped a temporary handrail in the laydown area causing the handrail, approximately 9kg, to dislodge and fall 20m to the intervention deck below. No workers were in the area at the time.



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2020-06-27	Equinor Canada	<i>Transocean Barents</i> MODU	Actual: Leak of Hazardous Substance	There was a leak in the rig’s hydraulic system resulting in a release of 20 liters of hydraulic oil. All hydraulic oil was contained within the hydraulic power unit room with no overboard pollution to the sea.
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