



## C-NLOPB Quarterly Safety Incident Report

October 1, 2022 – December 31, 2022

Date Incident Occurred (YYYY-MM-DD)	Operator	Installation	Incident Classification(s) (Actual/Potential)	Incident Description
2022-10-01	Hibernia Management Development Company (HMDC)	Helicopter	Actual: Helicopter Occurrence	There was a Search and Rescue (SAR) service outage to the offshore for approximately four hours due to SAR helicopter response to a civilian emergency. All basin operators were made aware of the outage. There was no interruption to offshore medevac coverage during this time.
2022-10-03	Equinor Canada Limited (Equinor)	Helicopter	Actual: Helicopter Occurrence	The flight crew experienced a #2 Air Data Computer (ADC) failure during transit to the <i>West Hercules</i> Mobile Offshore Drilling Unit (MODU). The flight crew elected to return to St. John's. The ADC was replaced and the flight was rescheduled.
2022-10-03	Equinor	<i>West Hercules</i> MODU	Potential: Impairment/Damage to Critical Equipment	A crack (0.3 cm wide x 8 cm long) was identified in the helideck surface plating after the port deck crane main block was placed on top to conduct maintenance. Details were provided to the certifying authority and it was determined the size and location of the damage would not impact helicopter operations. The condition of the crack was monitored until it was repaired.

## C-NLOPB Quarterly Safety Incident Report

October 1, 2022 – December 31, 2022

2022-10-04	ExxonMobil Canada Properties (EMCP)	Helicopter	Actual: Helicopter Occurrence	It was identified that the helicopter landing gear did not retract following take-off from St. John's. Upon troubleshooting and completion of the Minimum Equipment List (MEL) procedure, it was decided to proceed with the flight to the <i>Hebron</i> Platform with the landing gear extended. Systems were inspected on board the installation and deemed safe for the return flight. Issue was corrected following return to St. John's.
2022-10-05	HMDC	<i>Hibernia</i> Platform	Actual: Near Miss Potential: Fatality	Personnel were in the process of completing a pressure test of the high pressure manifold. They had closed the upper diverter valve and approximately five seconds later the valve handle and gear box cap (approximately 27 kg) separated and travelled a distance of 3.9 metres. No one was injured and no equipment was damaged. The location where the incident occurred was barricaded and deemed a restricted area. At the time of the incident, five authorized personnel were in the work area. HMDC immediately ceased operations in the area and initiated an investigation.
2023-10-11	EMCP	<i>Hebron</i> Platform	Actual: Impairment/Damage to Critical Equipment	Issues were identified with one of the four breathing air cylinders inside Lifeboat #3 during weekly maintenance. The lifeboat was taken out of service. There continued to be sufficient lifeboat capacity for the personnel on board until the lifeboat was returned to service.

## C-NLOPB Quarterly Safety Incident Report

October 1, 2022 – December 31, 2022

2022-10-11	Cenovus Energy Inc. (Cenovus Energy)	<i>SeaRose</i> FPSO	Actual: Near Miss	The stern discharge system crane was hoisting an offloading hose off of the deck for spooling onto the hose reel. The wire rope sling being used to assist with the lift failed. This resulted in the hose end flange falling approximately five feet to the deck. Access to the work area was restricted to non-essential personnel. The lift area was monitored to keep personnel outside the line of fire during the lift.
2022-10-12	HMDC	Helicopter	Actual: Helicopter Occurrence	The flight crew experienced a Display Control Panel (DCP) #1 failure while on route to the <i>Hibernia</i> Platform. The emergency checklist was completed and the crew elected to continue the flight. The MEL procedure was completed on board the installation and the helicopter was deemed safe for the return flight. The DCP was replaced upon return to St. John's.
2022-10-14	EMCP	Helicopter	Actual: Helicopter Occurrence	The flight crew experienced an erroneous dual Full Authority Digital Engine Control (FADEC) fault during final approach to the <i>Hebron</i> Platform. This is a known fault that is cleared with a restart of the engine per normal protocol.
2022-10-18	Cenovus Energy	<i>SeaRose</i> FPSO	Actual: Impairment/Damage to Critical Equipment	One of the two heli-fuel tanks located at the fuel skid had a problem with its discharge valve and could not be used to provide fuel. This tank was back loaded onto a supply vessel to send onshore for inspection and repair. A spare heli-fuel tank was transferred to the fuel skid.



## C-NLOPB Quarterly Safety Incident Report

October 1, 2022 – December 31, 2022

2022-10-18	Equinor	<i>West Hercules</i> MODU	Actual: Near Miss	The drill string, while positioned inside the shoe, dropped from the derrick drilling machine. There was approximately 60 T on the drill string when it dropped approximately 60 metres down the well. There were no personnel in the red zone on the drill floor at the time.
2022-10-24	EMCP	Helicopter	Actual: Helicopter Occurrence	FADEC #1 and #2 fault caution illuminated during climb from St. John's. The emergency checklist was completed and the crew elected to return to base. The collective grip was replaced and the next flight was conducted without FADEC fault occurrences.
2022-10-26	Equinor	Helicopter	Actual: Helicopter Occurrence	The flight crew experienced a door open indicator during departure from St. John's. The checklist was completed and the crew elected to return to base. The cabin upper door switch required adjustment. The flight departed 38 minutes later.
2022-10-27	EMCP	<i>Hebron</i> Platform	Actual: Implementation of Emergency Response Plan	The platform went into General Platform Alarm (GPA) status while completing integrated control and safety system maintenance. The GPA was initiated during a maintenance activity via a loss of communications alarm between the Onshore Control Room (OCR) and the platform. Platform communication systems remained operational, as did all communication and control between the OCR and the platform.

## C-NLOPB Quarterly Safety Incident Report

October 1, 2022 – December 31, 2022

2022-11-17	HMDC	<i>Hibernia</i> Platform	Actual: Lost/Restricted Workday Injury > 3 days & Medevac	A worker was installing a spare set of elevators. While attempting to connect a hydraulic line, the hose retracted back out of the coupler and released hydraulic fluid, which punctured the worker's left gloved hand causing an abrasion on the index finger. The worker was treated by the platform nurse and the decision was made to send the worker onshore for further examination by a physician. The worker was placed on restricted duties for 12 days.
2022-11-23	Cenovus Energy	<i>SeaRose</i> FPSO	Actual: Near Miss Potential: Lost/Restricted Workday Injury	An operator located pieces of wooden debris on the topsides deck around Water Injection (WI) Pump A during daily rounds. Wooden debris was not expected in this area. As a precaution, the operator erected a barrier to establish a potential dropped object zone around the WI area to prevent personnel from entering. It was determined that the wood was released from a section of the starboard crane boom rest cradle, which resulted in the debris dropping approximately 16.8 metres to the deck below. The largest piece of wood located on the deck was approximately 0.6 kg. The incident had the potential for a lost time injury based on the Dropped Objects Prevention Scheme calculator.

## C-NLOPB Quarterly Safety Incident Report

October 1, 2022 – December 31, 2022

2022-12-08	Cenovus Energy	Helicopter	Actual: Helicopter Occurrence	The flight crew experienced a #2 engine anti-ice fail on route to St. John's. The flight crew completed the emergency checklist and it was decided to continue to St. John's as the weather was clear and no icing indicated. The helicopter operator initiated a SAR Level 2 (land as soon as possible) in accordance with its emergency response plan and the flight landed in St. John's. The maintenance team determined the #2 engine anti-ice fail was a result of a power relay failure. The engine inlet was replaced and the helicopter was returned to service.
2022-12-17	EMCP	<i>Hebron</i> Platform	Potential: Lost/Restricted Workday Injury	A worker tripped while stepping over a horizontal component of a scaffold structure. As a result, they fell forward to the deck, catching themselves with their hands. This resulted in localized swelling/discomfort to their right wrist. First aid was provided.
2022-12-31	Cenovus Energy	<i>SeaRose</i> FPSO	Actual: Impairment/Damage to Critical Equipment	Personnel identified an anomaly in the area of the starboard slops tank while completing rounds. Further non-destructive testing revealed a 25 mm crack. Additional monitoring and operational measures were implemented until the crack was repaired.