Notifiable incident

Incident ID	5246
Duty holder:	INPEX Operations Australia Pty Ltd
Facility/Activity:	Ichthys Venturer
Facility type:	Floating production storage and offloading facility

Incident details	
Division	Occupational Health and Safety
Notification type	Incident
Incident date	01/02/2018 07:00 AM (WST)
Notification date	01/02/2018 08:22 AM (WST)
NOPSEMA response date	01/02/2018 09:12 AM (WST)
Received by	[redacted]
Nearest state	WA
Initial category type *(based on notification)*	Dangerous Occurrence
Initial category *(based on notification)*	Damage to safety-critical equipment
3 Day report received	01/02/2018
Final report received	26/02/2018
All required data received	
Final category type *(based on final report)*	Dangerous Occurrence
Final category *(based on final report)*	Damage to safety-critical equipment
Brief description	OHS-DSCE-Failure to meet performance standard
Location	
Subtype/s	Facility integrity
Summary *(at notification)*	Operator advised that a performance standard breach has been identified in relation to the Bilge, Ballast and Cargo System which requires all pumps to be operational. Currently there is an intermittent fault with the pressure transmitters for the port and starboard ballast pumps which prevents the pumps being operated automatically. These transmitters are located in the ballast tanks and not readily accessible. The pumps can be run manually using temporary procedures (through a deviation) but this removes the low and high flow protection for the pumps. The matter is currently being investigated.

Details *(from final report)*	Operator advised that a performance standard breach has been identified in relation to the Bilge, Ballast and Cargo System which requires all pumps to be operational. Currently there is an intermittent fault with the pressure transmitters for the port and starboard ballast pumps which prevents the pumps being operated automatically. These transmitters are located in the ballast tanks and not readily accessible. The pumps can be run manually using temporary procedures (through a deviation) but this removes the low and high flow protection for the pumps. The matter is currently being investigated. There are intermittent faults with the suction and discharge pressure transmitters on the port & starboard de-ballast pumps. These transmitters are located within the ballast tank and are therefore not easily accessed to diagnose the nature of the fault. The fault prevents running the de-ballast pumps in AUTO mode. The pumps can be run in manual, by applying Temporary Operating Procedure, however in this mode the low and high flow protection for the pump is defeated. The FPSO has four de-ballast pumps that have transmitters in fault, deviation or bad PV. The pressure transmitters were commissioned and functioning at the time of sail away with a single punch list item for 1 x pressure transmitter. The transmitters are located within the ballast tanks and require a confined space entry to allow the faulty transmitters will be recovered and changed. Replacements are on order and are due to arrive in June 2018. The transmitters will be changed once the replacements are on board and ready for installation. Once the faulty transmitters are recovered, analysis to determine the nature of the fault and associated root causes will be completed. A temporary deviation [MOC#200000762] is in place, including safe operation of the de-ballast pumps in accordance with the Temporary Operating Procedure [TOP#200000762]. Engineering support is ongoing, including evaluation of other potential long term solutions [TSR#500000353]. These options will be finalised once the RCA is concluded. Root cause analysis to be completed by 30 June 2018.
Immediate cause/s	Intermittent failure of pump pressure transmitters
Root cause/s	
Root cause description	

Duty inspector recommendation	
Date	01/02/2018
Duty inspector	[redacted]
Recommendation	Do not conduct Major Investigation
Reasoning	Does not meet MI threshold based on information received
Supporting considerations	

Major investigation decision	
Date	01/02/2018
Decision	Do not conduct Major Investigation
Reasoning	Does not meet MI threshold based on information received
Supporting considerations	

Non-major investigation review and recommendation	
Date	01/02/2018
Inspector	[redacted]
Risk gap	None
Type of standard	Established
Initial strategy	Inclusion in annual stats/data analysis

Recommended follow up strategy	
Recommended strategy	Inclusion in annual report stats / data analysis
Supporting considerations	Discussed with [redacted] (INPEX) to confirm the situation w.r.t ballast, bilge and cargo off take system. The deficient pressure transmitter only affects the auto control of the ballast system. The ballast pumps and configuration are fully functional for normal as well as emergency operations (under manual mode). The notification was on the basis that the "instrumentation and controls" are within the scope of the SCE and that they should be functional. On the basis of system still being functional without the auto mode and there is a temporary procedure in place, there is no risk to the facility. [redacted]

Non-major investigation decision	
Date	01/02/2018
RoN	[redacted]
RoN review result	Agree with recommendation
Strategy decision	Inclusion in annual report stats / data analysis
Supporting considerations	

Associated inspection	
Inspection ID	