

NOPSEMA Inspection of Montara Venture and Montara Well Head Platform

Inspection details

Duty holder(s) inspected		
Operator	Jadestone Energy (Eagle) Pty Ltd.	
Entities inspected		NOPSEMA Inspection No.
Facility	Montara Venture	2467
Facility	Montara Well Head Platform	2026
Permissioning documents		
Safety Case	Montara Operations Safety Case – Revision 4 and 2021 Drilling Campaign Addendum – Revision 2.	
Inspection dates		
Onshore	26/10/2021 – 27/10/2021	
Offshore	28/10/2021 – 31/10/2021	
Inspection team		
Lead Inspector	[REDACTED]	
Inspection Team	[REDACTED]	
Duty holder contacts		
Operator representative	[REDACTED]	

Report distribution

Position	Company
Records management	NOPSEMA
	Jadestone Energy (Eagle) Pty Ltd.

Revision status

Rev	Date	Description	Prepared by	Approved by
A	11-NOV-21	Internal draft	[REDACTED]	[REDACTED]
B	12-NOV-2021	Draft for discussion with duty holders	[REDACTED]	[REDACTED]
0	16-NOV-21	Final	[REDACTED]	[REDACTED]

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1. Inspection legislative framework and methodology

1.1. Legislative framework

NOPSEMA conducts inspections as part of its legislated function to implement an effective compliance monitoring strategy to ensure compliance with NOPSEMA listed laws¹. Inspections are undertaken by NOPSEMA inspectors appointed by NOPSEMA under Section 602 of the *Offshore Petroleum and Greenhouse Gas Storage Act 2006* (OPGGSA).

This report has been prepared as required by the OPGGSA² and includes the Inspectors' conclusions from the inspection and the reasons for those conclusions. Where those conclusions indicate that there is non-compliance with the requirements of the OPGGSA, and/or commitments in permissioning document(s), resulting in a risk or potential risk to safety, the Inspectors have made recommendations regarding action(s) required to address these conclusions.

A list of acronyms and abbreviations used in this report are provided in Appendix A.

1.2. Inspection objective and scope

The objectives of this inspection are to ascertain, for the scopes stipulated below, whether risks to safety are being managed by the duty holder(s) as required by their duties under the OPGGSA and in accordance with accepted permissioning document(s); and that the controls described in those documents are effective in reducing these risks to ALARP.

The planned scope of this inspection was to review the elements of NOPSEMA General Direction 810 Directions 2 and 3, including:

- Subsea Infrastructure Corrosion Management
- Topside Structural Corrosion Management
- Main (Cargo) Deck Corrosion Management
- Hydrocarbon Containing Systems Corrosion Management.

In addition to the planned scope, other issues arose during the course of the inspection and as a result the following items were also considered:

- Follow up on previous inspection recommendations associated with corrosion management.
- General observations
- Follow up to confirm satisfactory close out of Improvement Notice 1849.
- Follow up on feedback from [REDACTED] on reporting of Ankle Injury Accident.
- Bird Management.

In addition to the scopes above, the Inspectors also took the opportunity to meet with the Health and Safety Representatives (HSRs) on the facility in order to seek their views and perspective on health and

¹ NOPSEMA listed laws are defined in Section 601 of the OPGGSA.

² Under Part 4, Division 4 of Schedule 3.

safety management of the facility, the efficacy of workplace arrangements and provide an opportunity to explain the scope of NOPSEMA's inspection and answer any questions.

1.3. Preparation and conduct of the inspection

The inspection team prepared a planned inspection brief and included a list of documentation required prior to the inspection, proposed inspection itinerary and scope, and issued it to Jadestone Energy (Eagle) Pty Ltd on 6th October 2021. The requested documentation was received on 20/10/2021 and reviewed by the inspection team prior to arriving at the duty holder's premises/facility.

On arrival at the premises and facility, entry meetings were held to communicate the purpose of NOPSEMA's inspection, the powers of the Inspectors under the OPGGSA and to provide an opportunity to discuss and clarify the inspection brief (including the scope of the inspection and proposed itinerary). A list of persons present at these meetings is included in Appendix B:

During the facility inspection, NOPSEMA Inspectors met with HSRs and other members of the workforce. The outcomes of these discussions are described in Section 2.2.

NOPSEMA Inspectors undertook onshore sample assessment of pertinent corrosion management processes and documentation and whilst offshore undertook sample inspection of corrosion management activities to assess their implementation and to verify whether Jadestone Energy has complied the requirements of General Direction 810, Directions 2 and 3.

The Inspectors collected additional documents and photographs to aid in their consideration of the topics and to obtain supporting information for their findings and conclusions.

As per NOPSEMA's inspection policy, a sampled approach was taken to assess the inspection scope and to arrive at the conclusions and recommendations in this report. The findings and observations in this report provide the basis for the conclusions and recommendations (where applicable) but are neither exhaustive nor definitive.

Prior to leaving the facility, the inspection team prepared an Inspection Exit Brief, which was provided to and discussed with key offshore personnel during an exit meeting. A list of persons present at this meeting is included in Appendix B:

2. Inspection results

The following sections contain detailed findings and conclusions for the topics covered in this inspection.

In order to ensure compliance with their duties under the OPGGSA and/or the requirements of relevant permissioning document(s), NOPSEMA expects the duty holder to consider the findings of this report and undertake sufficient investigation/action to both fully understand the conclusions presented and to take action to:

- Reduce the risks and impacts to ALARP
- Ensure compliance with their duties under the OPGGSA and/or the commitments made in relevant permissioning document(s).

Recommendations are provided to assist the duty holder in their consideration of the conclusions, by indicating what minimum action NOPSEMA considers necessary to address any identified risk gaps. The management of risk will however at all times remain the responsibility of the duty holder.

2.1. Operational context

At the time of the inspection offshore the facility was in steady state operations and producing approximately 10300 barrels of oil per day. The personnel on board was maximised at 58 due to significant inspection activities being undertaken in the hull tanks, on topside structures and process pipework and remedial work on the cargo deck and welding repairs in the engine room.

2.2. Consultation with Health & Safety Representatives and members of the workforce

One Health & Safety Representative (HSR) was on the facility and able to attend the meeting with the NOPSEMA inspectors.

The HSR reported that morale on the facility over the last six months was good and that personnel from various disciplines were working well together.

The offshore roster was reverting back to 21-day swings in November 2021 which was generally reported to be a positive outcome for the workforce.

It was advised that the current tank entry work on the facility was well managed.

It was recognised that considerable work had been completed on corrosion management and fabric maintenance.

Safety related remedial work was effective as related spare parts and equipment were readily supplied when these were requested.

It was reported that the hazard card process was working well on the facility and that management support for health and safety issues was satisfactory and engaging.

The inspectors received feedback that some core crew personnel were reluctant to assist contract crew in the completion of their Competency Based Training and Assessment (CBTA) requirements; this is concerning given the safety implications of personnel not being competent to perform their roles.

Subsequently, the [REDACTED] confirmed that contract crew completion of CBTA's was an area of concern.

Recommendation 2467-R01

Jadestone to ensure that core crew personnel assist contract crew personnel in the timely completion of CBTA requirements so that safety on the facility is not compromised.

2.3. Subsea Infrastructure Corrosion Management

2.3.1. Objective and summary of requirements

The objective of this scope was to assess if corrosion management of subsea infrastructure is being adequately managed to enable General Direction 810, Directions 2 and 3 to be closed out.

2.3.2. Observations, findings, and recommendations

Jadestone has in place a Subsea Inspection Strategy, JS-16-PR-U-00001 Rev.2 dated 20/10/2021. This strategy covers inspection campaign planning from 2019 to 2028.

Review of the strategy identified that timeframes for Anomaly Reporting and the issue of Final Reports after program completion are not specified in the strategy.

Recommendation 2467-R02

Jadestone to consider specifying timeframes for anomaly reporting and issue of final reports in the Subsea Inspection Strategy.

Jadestone advised that all anomalies from previous subsea inspections had been reviewed and that there was no outstanding remediation work. Anode skids were installed on Skua and Swift-North as this was an area of concern that required rectification.

The 2020 Flowline Span Survey identified 68 spans greater than the maximum acceptable span length, however subsequent assessment identified that no remedial work was required and that there was no requirement to increase the inspection frequency.

Flowline 2 Corrosion Mapping Program was done in July 2021 with no evidence of corrosion being found. An Infield Flowline Mapping Program is planned for 2022.

An overview was given of the Wellhead Platform Drop Cell Cathodic Protection (CP) Report to provide a review of the reporting method that is used which appeared to be appropriate.

An overview of the Monthly Review Meetings and Quarterly Senior Management Reviews was presented and also appeared to be appropriate.

Four inspection items are planned for Q1 2022 as follows:

- Flowline mapping
- CP's at Swift North to evaluate status post remedial work.
- CP's at Skua to evaluate status post remedial work
- General Visual Inspection (GVI) and CP's at Wellhead Platform Spools

2.3.3. Conclusion

Conclusion 2467-C01

Based on the documentation submitted and reviewed in relation to the subsea infrastructure corrosion management process, reporting method, assessment of anomalies and remedial work, it demonstrates that subsea infrastructure is being adequately managed to enable General Direction 810, Directions 2 and 3 to be closed out.

2.4. Topside Structural Corrosion Management

2.4.1. Objective and summary of requirements

The objective of this scope was to assess if corrosion management of topside structures is being adequately managed to enable General Direction 810, Directions 2 and 3 to be closed out.

2.4.2. Observations, findings and recommendations

Jadestone has in place a Topside Inspection Procedure, JS-02-PR-S-00001 Rev.3.01 and a Corrosion Management Strategy JS-PR-N-00001 Rev.3.02.

A full GVI on the FPSO and Wellhead Platform (WHP) was carried out in Quarter 4 2020 and subsequently a plan for coating remediation was developed and is being implemented in 2021.

Annual GVI of topside structures is being undertaken in 2021 with Close Visual Inspection (CVI) of A2 rated anomalies from 2020 also being undertaken. A1 rated anomalies from 2020 had immediate CVI as per procedure.

In addition to the GVI, a Drops Survey is also being undertaken in Q4/2021 to identify any areas for improvement.

A Corrosion Anomaly Register is in place as the single source for management of corrosion related anomalies. This register was reviewed to confirm that structural anomalies were included. It was also confirmed with the Structural Technical Authority that Level 1 and 2 anomalies are being immediately reported by the inspectors.

A demonstration of how anomalies are managed was provided onshore and this confirmed that a robust process for anomaly management is in place.

During the inspection on the FPSO, NOPSEMA inspectors observed new material and equipment being stored on the facility to support the on-going remedial work.

Inspection of topside structures on the FPSO and WHP confirmed that adequate inspection and remedial work has been undertaken and further work is ongoing on the facilities.

2.4.3. Conclusion

Conclusion 2467-C02

Based on the documentation submitted and reviewed, in relation to the topside structural corrosion management process, reporting method, assessment of anomalies and observed remedial work, it demonstrates that topside structures are being adequately managed to enable General Direction 810, Directions 2 and 3 to be closed out.

2.5. Main (Cargo) Deck Corrosion Management

2.5.1. Objective and summary of requirements

The objective of this scope was to assess if corrosion management of the main (cargo) deck is being adequately managed to enable General Direction 810, Directions 2 and 3 to be closed out.

2.5.2. Observations, findings and recommendations

Jadestone presented an overview of their Technical Note for Deck Integrity Management. This is a new process which is being developed and refined as work progresses. The Technical Note is expected to be made into a formal procedure once development and improvements to the process have been finalised.

██████████ Class requirements cover integrity management of the Cargo Deck.

At the time of the NOPSEMA inspection the deck baseline survey was 80% complete and is on schedule to fully complete by the end of the year. Assessment of the inspection results is currently 40% complete and is on-going.

Inspection results are reviewed by [REDACTED] and recommendations are made to Jadestone for review and progression.

A cargo deck integrity plan is to be developed once the baseline inspections and assessment work is fully completed.

An overview of the Inspection Deck Report for 1 Cargo Oil Tank (COT) Port was presented to enable NOPSEMA to review reporting methodology. In addition, the Corrosion Anomaly Register was reviewed, and this confirmed that the 1COT Port anomaly was in the register with the appropriate Technical Authority approval.

A monthly Technical Authority review of the Corrosion Anomaly Register was sighted.

During the inspection of the FPSO the NOPSEMA inspectors observed new material being stored on the facility and 3rd party equipment used onboard to support the remedial work.

Visual inspection of the main deck areas by the NOPSEMA inspectors confirmed that adequate inspection and remedial work has been undertaken and is on-going on the facility.

2.5.3. Conclusion

Conclusion 2467-C03

Based on the documentation submitted and main/cargo deck corrosion management process, reporting method, assessment of anomalies and remedial work presented and observed it demonstrates that the main/cargo deck is being adequately managed to enable General Direction 810, Directions 2 and 3 to be closed out.

2.6. Hydrocarbon Containing Systems Corrosion Management

2.6.1. Objective and summary of requirements

The objective of this scope was to assess if corrosion management of the hydrocarbon containing systems is being adequately managed to enable General Direction 810, Directions 2 and 3 to be closed out.

2.6.2. Observations, findings, and recommendations

Jadestone has in place a Pressure Vessel Inspection Procedure JS-90-PR-P-00181 Rev.1.02, a Pressure Piping Inspection Procedure JS-90-PR-P-00182 Rev.1.03 and the Corrosion Management Strategy JS-00-PR-N-00001 Rev.3.02 to manage hydrocarbon containing systems.

It was confirmed that pressure vessel baseline inspections were undertaken in 2018 and thirteen pressure vessels were externally inspected in 2021 which is approximately 30% of the total.

To demonstrate the reporting and anomaly process, a technical note was approved on the 13/09/21 for the assessment of the high-pressure flare knock out drum anomalies. In addition, a non-intrusive inspection of the high-pressure flare knock out drum was undertaken in 2021 in lieu of scheduled internal inspection. The internal inspection is now scheduled for the Quarter 3/2022 shutdown along with other internal inspections of pressure vessels.

Baseline inspection (GVI and Ultrasonic Thickness (UT) Measurements) of the process hydrocarbon piping loops was completed in 2021. The [REDACTED] Risk Based Inspection assessments are being re-validated following completion of the baseline inspections by Jadestone.

In accordance with the Corrosion Management Strategy, Corrosion Management Reference Plans are in place and will be reviewed following the 2021 baseline inspections.

The Corrosion Anomaly Register was reviewed to confirm hydrocarbon containing system anomalies were present. The Corrosion Anomaly Register is reviewed monthly by the Technical Authorities and quarterly by senior management.

Corrosion Management Key Performance Indicators (KPI) are in place and were reviewed. The KPI reporting could be improved by including the 4 weeks' time limit to receive inspection reports following completion of inspections as specified in the Corrosion Management Strategy.

Recommendation 2467-R03

Jadestone to consider incorporating the 4 weeks' time limit to receive offshore inspection reports following completion of inspections into the corrosion management KPI's.

An overview of the Crude Offtake Loop Anomaly Report dated 21/09/21 was presented to review the reporting method and confirm that anomalies are included into the Corrosion Anomaly Register.

It was confirmed that Jadestone has audited their inspection service provider to confirm competency of personnel.

An independent audit of the Corrosion Management Strategy was carried out in Quarter 4 2021 with an independent assessment of 11% of anomalies from the Corrosion Anomaly Register being sampled.

Visual inspection of the hydrocarbon containing systems on the FPSO and WHP by the NOPSEMA inspectors confirmed that adequate inspection and remedial work has been undertaken on the facilities.

2.6.3. Conclusion

Conclusion 2467-C04

Based on the documentation submitted and reviewed in relation to hydrocarbon containing systems corrosion management process, reporting method, assessment of anomalies and observed remedial work it demonstrates that the hydrocarbon containing systems are being adequately managed to enable General Direction 810, Directions 2 and 3 to be closed out.

2.7. General Direction 810, Direction 2d – A resourced, time-based remediation plan

During the onshore inspection meetings Jadestone demonstrated the process for how inspections and anomaly remedial activities are managed. All inspection and remedial work is managed through BassNet the Computerised Maintenance Management System with unique activity codes.

Appropriate activity codes are grouped together to form work scopes and are assigned unique project codes within the BassNet Project Module. These activity codes and project codes are then reviewed to allocate time and resources required to complete the individual work scopes. The activity codes and project

codes and time and resource requirements are transferred into the 120 Day and Annual Planning System. The start and finish dates scheduled within the 120 Day Plan is reviewed and approved by management.

Jadestone provided a copy of the formal annual plan, detailing activities planned for Quarter 1 2022, with excerpts showing the detail of the work activities that are contained in the BassNet Project Module against individual project codes. The BassNet Project Module is used by Jadestone for campaign planning including structural and corrosion remediation. The annual plan is visible to all users of BassNet.

2.7.1. Conclusion

Conclusion 2467-C05

Based on the demonstration of how inspection and remedial work is managed within BassNet and the annual/120 Day Planning System and provision of the Quarter 1 2022 plan it is concluded that Jadestone has in place a resourced and time based remediation plan for corrosion management that is robust and can be reviewed to confirm satisfactory implementation of inspections and remediation activities. It is concluded that General Direction 810, Direction 2d has been complied with and can therefore be closed out.

2.8. Status of previous corrosion related recommendations

2.8.1. Recommendations 1817-02, 1900-22, 1818-15 and 1818-18

Status updates were provided for recommendations 1817-02, 1900-22, 1818-15 and 1818-18 to demonstrate that work was continuing to progress to address these recommendations.

2.8.2. Recommendations 1588-12 and 2315-12

Recommendations 1588-12 and 2315-12 can now be closed out based on the evidence provided to close out General Direction 810, Direction 1.

2.9. General observations

The following observations were made during a general safety walk around the facilities

Numerous corroded light support fittings were observed on module secondary structures above main deck common walkways.

Recommendation 2467-R04

Jadestone to ensure that light fitting support structures on modules located above main deck common walkways are inspected as soon as possible as part of the topside structural inspection work scope.

Excessive corroded support structure on the aft accommodation walkway at D deck level

Recommendation 2467-R05

Jadestone to ensure that the support structure on the aft accommodation walkway at D deck level is inspected and remediated if required.

Corroded pipe support structure attached to port aft emergency generator deck house on the main deck.

Recommendation 2467-R06

Jadestone to ensure that the pipe support structure attached to the port aft emergency generator deck house on the main deck is inspected and remediated if required.

Engine room deck plating at various levels was observed to be either corroded or uneven.

Recommendation 2467-R07

Jadestone to ensure that the engine room deck plating at all levels is inspected and remediated to rectify corrosion and uneven plating.

Secondary retention on various fittings not installed (e.g.: bridge wing light fittings above main-deck walkways, gas detection fittings on module walkways).

Recommendation 2467-R08

Jadestone to ensure that the 2021 Drops Survey assesses electrical equipment for adequate secondary retention on both the FPSO and WHP.

WHP lower level (to boat landing) access stair anti-slip threads corroded at various locations.

Recommendation 2467-R09

Jadestone to ensure that the corroded anti-slip stair threads on the access stairways to the boat landing deck and boat ladder platforms on the WHP are replaced.

2.10. Follow up to confirm satisfactory close out of Improvement Notice 1849

During the offshore inspection the close out of improvement notice 1849 was verified by confirming that the Management of Temporary Equipment Procedure, JS-00-PR-G-00252 Rev 0 had been implemented

offshore. The procedure was readily available offshore and it was demonstrated that temporary equipment on board was being reviewed and input to BassNet for on-going integrity management.

2.11. Follow up on feedback from [REDACTED] on reporting of Ankle Injury Accident

NOPSEMA received formal feedback from the [REDACTED] regarding concerns from its members that information regarding the ankle injury accident that occurred on the 24th August 2021 and was investigated by NOPSEMA was not being correctly and factually reported back to workers during the onboarding induction held on 5th October 2021.

NOPSEMA inspectors attended an onboarding induction when they first arrived on the facility where feedback on the accident was provided and was observed to be correct and factual. In addition, Jadestone's Accident Investigation Report was posted on the Safety Notice Board and was reviewed and found to be correct and factual and consistent with NOPSEMA's investigation findings into the accident.

NOPSEMA is concerned that some members of the workforce are still not raising safety concerns with personnel on their facility and instead are choosing to raise issues via their [REDACTED], this has happened previously on Montara Venture back in April 2021.

NOPSEMA's expectation is that members of the workforce having concerns about safety on their facility will raise them with personnel on their facility:

www.nopsema.gov.au/safety/raising-and-resolving-safety-concerns-on-your-facility/

What should I do if I have a safety concern?

In general, safety concerns should be promptly and constructively raised with your Health and Safety Representative (HSR), your supervisor, or the health and safety committee. In our experience, almost every safety concern can be resolved through the workplace arrangements on a facility, when those arrangements are working properly. However, if you are unsatisfied with the response you have received you can escalate the matter to NOPSEMA.

2.12. Bird Management

Whilst offshore the NOPSEMA inspectors were requested to gather information on nesting bird populations and their health and safety implications to assist with a NOPSEMA environment inspection.

Bird population and associated hazards were discussed with several members of the offshore workforce, those on the FPSO and also those that go regularly to the WHP. The inspectors were advised that there are more birds this year than last year and before that, both on the FPSO and WHP. The Jadestone [REDACTED] [REDACTED] who accompanied the inspectors offshore has also confirmed that the birds are significantly increasing each year.

It is reported that increasing bird numbers will pose significant health and safety hazards on both facilities.

It was further reported that the birds are a major problem on the WHP and in the past helicopter pilots have refused to land on the WHP as they could not see the helideck markings to enable a safe landing.

The inspectors observed considerable guano on the lower decks of the WHP including handrails and walkways that would be slipping hazards in humid or wet conditions. Electrical equipment and safety signage was also observed to be covered in guano with putrid smells prevalent.

On the FPSO the birds are nesting up forward close to the flare and aggressively dive/attack personnel in close passing proximity which is a safety hazard and was experienced by the inspectors and also other personnel on the facility.

The main cargo decks have had paint coatings replaced, but these are already covered in guano which will be a slipping hazard in humid and wet conditions. The putrid smells will get worse as temperatures and humidity increase. The new paintwork may also be adversely affected by the guano and will require more frequent re-painting to keep the condition of the cargo deck in good order to ensure corrosion does not increase and affect integrity.

Electrical equipment on the FPSO forward modules was also observed to be covered in guano.

Regurgitated fish rotting on the WHP and FPSO was also reported as a problem.

The crew regularly water blast the guano to clean the FPSO and WHP decks and WHP helideck etc, to try and keep the guano and regurgitated fish under control. The [REDACTED] advised that personnel use P2 rated masks when cleaning the guano, however, review of the United Kingdom Health and Safety Executive Offshore technology report 2000/131 (Bird guano accumulations and their effect on offshore helicopter operations) indicates that P3 rated masks may be more appropriate.

Infectious diseases. e.g., Psittacosis, Gastrointestinal illness from guano is a potential health hazard that has to be managed to ensure the health risk to personnel is as low as reasonably practicable.

Recommendation 2467-R10

Jadestone to ensure that the health risk of water blasting the guano and the associated respiratory protection reduces risk to personnel to as low as reasonably practicable.

Recommendation 2467-R11

Jadestone to ensure that the safety risk to offshore personnel due to the hazards of nesting birds and associated guano on structures and equipment is managed to eliminate safety hazards.

Appendix B: Summary of meeting attendance

B.1: Onshore Inspection Meetings

The onshore inspection meetings were held on 26th and 27th October 2021 in order to review corrosion management processes and related documentation, people present at those meetings are shown below.



Form

NOPSEMA Meeting Attendance Register

OPERATOR:	Jadestone Energy (Eagle) Pty Ltd	FACILITY/SUBJECT:	Montara Venture and Montara Wellhead Platform – GD810 Close Out
Meeting Dates:	26 th and 27 th October 2021	Location:	Jadestone Office
NAME (Please Print)	COMPANY	POSITION	INITIALS
	NOPSEMA	OHS Inspector	
	NOPSEMA	OHS Inspector	
	Jadestone		
	Jadestone		
	USE		
	Jsc		
	Jadestone		
	JADESTONE		
	Jadestone Energy		
	JSE		

B.2: Facility meetings

The facility Entry Meeting provided an opportunity for NOPSEMA to provide an overview of the planned inspection programme and confirm the itinerary. The facility Exit Meeting provided an opportunity for NOPSEMA to present the interim observations and conclusions from the planned inspection and for the facility's workforce to give their views.

A list of personnel at the entry and exit meetings is included below:



FORM

Entry and Exit Meeting Register and Notification of Entry

Document No: N-02000-FM1941 A745084

Date: 27/08/2020

By initialling the 'Entry' column of the form below, I hereby acknowledge that on entering the facility the inspectors notified the entry meeting attendees of the purpose of entering the facility in accordance with:

- Schedule 3 Clause 50(2) - OHS inspections

of the *Offshore Petroleum and Greenhouse Gas Storage Act 2006*.

Note: Page two of this form contains NOPSEMA Privacy Notice

Operator:	Jadestone Energy (Eagle) Pty Ltd	Facility:	Montara Venture and Montara Wellhead Platform	
Entry meeting date:	28/10/21	Exit meeting date:	31/10/21	
Name (please print)	Company	Position	Entry	Exit
			(please initial)	
[Redacted]	NOPSEMA	OHS Inspector	[Redacted]	[Redacted]
	NOPSEMA	OHS Inspector		
[Redacted]	JSE	[Redacted]	[Redacted]	[Redacted]
	JE			
	JSE			
	JSE			
	JSE			
	JSE			
	JSE			
	JSE			
	JSE			
	JSE			
	JSE			
JSE				

Appendix C: Summary of recommendations from this inspection

NOPSEMA	ID	2467-C6-R1
	Recommendation	Jadestone to ensure that core crew personnel assist contract crew personnel in the timely completion of CBTA requirements so that safety on the facility is not compromised.
	Status	Open

Please provide your response below

Operator	Response	
	Action	
	Position	
	Due Date	

NOPSEMA	ID	2467-C1-R2
	Recommendation	Jadestone to consider specifying timeframes for anomaly reporting and issue of final reports in the Subsea Inspection Strategy.
	Status	Open

Please provide your response below

Operator	Response	
	Action	
	Position	
	Due Date	

NOPSEMA	ID	2467-C4-R3
	Recommendation	Jadestone to consider incorporating the 4 weeks time limit to receive offshore inspection reports following completion of inspections into the corrosion management KPI's.
	Status	Open

Please provide your response below

Operator	Response	
	Action	
	Position	
	Due Date	

NOPSEMA	ID	2467-C7-R4
	Recommendation	Jadestone to ensure that light fitting support structures on modules located above main deck common walkways are inspected as soon as possible as part of the topside structural inspection work scope.
	Status	Open

Please provide your response below

Operator	Response	
	Action	

	Position	
	Due Date	

NOPSEMA	ID	2467-C7-R5
	Recommendation	Jadestone to ensure that the support structure on the aft accommodation walkway at D deck level is inspected and remediated if required.
	Status	Open

Please provide your response below

Operator	Response	
	Action	
	Position	
	Due Date	

NOPSEMA	ID	2467-C7-R6
	Recommendation	Jadestone to ensure that the pipe support structure attached to the port aft emergency generator deck house on the main deck is inspected and remediated if required.
	Status	Open

Please provide your response below

Operator	Response	
	Action	
	Position	
	Due Date	

NOPSEMA	ID	2467-C7-R7
	Recommendation	Jadestone to ensure that the engine room deck plating at all levels is inspected and remediated to rectify corrosion and uneven plating.
	Status	Open

Please provide your response below

Operator	Response	
	Action	
	Position	
	Due Date	

NOPSEMA	ID	2467-C7-R8
	Recommendation	Jadestone to ensure that the 2021 Drops Survey assesses electrical equipment for adequate secondary retention on both the FPSO and WHP.
	Status	Open

Please provide your response below

Operator	Response	
	Action	
	Position	

	Due Date	
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NOPSEMA	ID	2467-C7-R9
	Recommendation	Jadestone to ensure that the corroded anti-slip stair threads on the access stairways to the boat landing deck and boat ladder platforms on the WHP are replaced.
	Status	Open

Please provide your response below

Operator	Response	
	Action	
	Position	
	Due Date	

NOPSEMA	ID	2467-C8-R10
	Recommendation	Jadestone to ensure that the health risk of water blasting the guano and the associated respiratory protection reduces risk to personnel to as low as reasonably practicable.
	Status	Open

Please provide your response below

Operator	Response	
	Action	
	Position	
	Due Date	

NOPSEMA	ID	2467-C8-R11
	Recommendation	Jadestone to ensure that the safety risk to offshore personnel due to the hazards of nesting birds and associated guano on structures and equipment is managed to eliminate safety hazards.
	Status	Open

Please provide your response below

Operator	Response	
	Action	
	Position	
	Due Date	