

IADC/NOPSMEA/APPEA MODU MOORING IN CYCLONIC CONDITIONS WORKSHOP SUMMARY

Perth, Thursday 20 August 2015

The Atwood Osprey experienced a mooring failure incident on 12 March 2015 during Cyclone Olwyn. The semi-submersible MODU was located approximately 100 nautical miles north-west of Dampier and was blown approximately three nautical miles off location. The National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) conducted an investigation into the incident and determined the mooring failure could have resulted in a major accident event, with increased likelihood due to the proximity to hydrocarbon facilities. NOPSEMA committed to sharing lessons learnt from the incident with industry.

As a result, NOPSEMA contacted IADC - Australasia Chapter and the Australian Petroleum Production & Exploration Association (APPEA - the peak national body representing Australia's oil and gas exploration and production industry) to propose a workshop. NOPSEMA proposed that cooperation between organisations is the most appropriate approach for change that will improve safety for offshore facilities. The workshop would be aimed at communicating lessons learned, identifying best practices, opportunities for improvement and regulatory expectations in the area. A Draft Information Paper was distributed to attendees which was used as a basis of discussion at the workshop.

IADC-AC and APPEA membership welcomed the opportunity to participate and the workshop was well attended and supported by MODU operators and clients (Titleholders) currently working in the regime. Viking SeaTech personnel agreed to attend under NOPSEMA auspices to provide additional subject matter expertise.

The workshop commenced for the 54 attendees with an overview of the workshop objectives and scope from Kerry Gordon, NOPSEMA. Mark Kelly, Operations Manager of the Atwood Osprey presented a summary of the incident followed by Stephen D'Souza, NOPSEMA presenting the NOPSEMA Investigation. Kerry Gordon gave an overview of the regulatory requirements and perspective. NOPSEMA stated they are pursuing the lessons learnt pathway rather than a prosecution perspective as improvement is needed in this area throughout industry.

This was followed by three discrete panel sessions with NOPSEMA, IADC and APPEA members represented on each panel. Viking SeaTech had representatives on the first two panels. The panel sessions discussed:

- Panel 1 – Design (Design Safety Factors, Critical Component Positioning, Material Selection Considerations, Risk Assessment)
- Panel 2 – Installation and Assurance (Mooring Installation, Assurance)
- Panel 3 – Operations, Inspection and Maintenance (Operations, Inspection and Maintenance) and Emergency Preparedness and Response

The workshop provided an opportunity for NOPSEMA and industry to come together to examine better ways to manage this significant risk. Following the workshop NOPSEMA will finalise the Information Paper on MODU Mooring in Cyclonic Conditions.



Panel 3 with left – right Max Smith (IADC / Noble), Percy Dhanbhoora (NOPSEMA) and Johnathon Wilson (APPEA / Shell) responding to questions



Photos from the IADC/NOPSEMA/APPEA MODU Mooring in Cyclonic Conditions Workshop

20 August 2015 – Perth Australia