

MARINE

HSE DEPARTMENT INJURY REPORT

1. Crew: **140**
2. Client: **Woodside**
3. Division: **EAME Marine**
4. Type of Crew: **Multi-Streamer**
5. Vessel Name: **Western Pride**
6. Name of Reporter: **Lyll Cowin**
7. Date of Accident: **11/26/99**
8. Date of Report: **11/28/99**
9. Type of Report: **First Report**

Classification of Injury:

10. Injury Classification: **First Aid**
11. Date Returned to Normal Duty: **11/26/99**
12. Estimated Date for Return to Normal Duties: **11/26/99**
13. Lost Work Days: **0**
14. Restricted Days: **0**

Information on Injured Person:

15. Name:

<u>First</u>	<u>Last</u>
Kane	Lochowicz
16. Classification: **Subcontractor**
17. Employee I.D.:
18. Hire Date: **11/11/99**
19. Department: **Deck**
20. Job Classification: **Able-bodied Seaman**
21. Years with Company: **0**
22. Years at Current Position:
23. Days on Duty: **11-20 days since break**
24. Hours on Duty: **3-6 hours**

Accident Details:

25. Accident Occurred During Working Hours: **Yes**
26. Time of Accident: **17:20**
27. Sea Conditions: **0**
(Beaufort Sea State)
28. Weather Conditions: **0 : wind 1 knot**
(Beaufort Wind Speed)
29. Location: **Passageway**
30. Describe Specific Location:
Main deck starboard storm door (accomodation)

31. Type of Transport Involved: **None**
32. Were Seat Belts in Use: **N/A**
33. Type of Injury: **Caught in or between objects**
34. Treatment Received:
Light massage and bandage

35. Treatment By: **Glen Laurence - Chief Mate**

36. Body Part Injured: **Feet**

37. Specific Body Part : **Left ankle**

38. Activity Engaged In: **Walking**

39. Was There Property Damage: **No**

40. Was the proper Personal Protective
Equipment (PPE) being worn?: **Yes**

41. Factual Description of Accident:

Kane stated that on 11-26-99 at 17:20 when entering the accomodation at the main deck, the storm door slammed shut due to the momentum and wedged his ankle between the door and the combing. His ankle sustained a hard blow and swelling was evident at the foot shortly after. He was assisted by I/R Adam Wray and notified the 2nd Mate who was on the scene seconds later.

42. Recommendation for Prevention of Recurrences:

A gas type door damper for prevention of slamming

43. Was post-accident drug testing conducted?: **No**

If yes, where was the drug test conducted? If no, why was the drug test not conducted?

Comments: **No facilities**

44. Was post-accident alcohol testing conducted?: **No**

If yes, where was the drug test conducted? If no, why was the drug test not conducted?

Comments: **No facilities**

Risk Potential Matrix

The purpose of these matrices is to identify POTENTIALLY serious incidents so they can be investigated thoroughly.

IMPORTANT: When rating the incident, select the worst PROBABLE result, not the worst IMAGINABLE or worst case scenario.

Environmental: **N/A**

Property Damage: **N/A**

Injury: **D3**

Company Reputation: **D1**

To select the risk potential ratings for each category, press Enter and choose ONE entry from the list. For a description of each rating, click on the "Estimating Risk Severity and Level of Exposure" button to view the risk potential matrix. You MUST select a rating for each category. Select "Not Applicable" where necessary.

MARINE

HSE DEPARTMENT INJURY REPORT

1. Crew: **140**
2. Client: **Woodside**
3. Division: **EAME Marine**
4. Type of Crew: **Multi-Streamer**
5. Vessel Name: **Western Pride**
6. Name of Reporter: **Lyll Cowin**
7. Date of Accident: **11/25/99**
8. Date of Report: **11/26/99**
9. Type of Report: **First Report**

Classification of Injury:

10. Injury Classification: **First Aid**
11. Date Returned to Normal Duty: **11/25/99**
12. Estimated Date for Return to Normal Duties: **11/25/99**
13. Lost Work Days: **0**
14. Restricted Days: **0**

Information on Injured Person:

15. Name:

<u>First</u>	<u>Last</u>
Brad	Feist
16. Classification: **WGC Employee**
17. Employee I.D.:
18. Hire Date: **12/01/98**
19. Department: **Navigation**
20. Job Classification: **Navigator**
21. Years with Company: **1**
22. Years at Current Position: **1**
23. Days on Duty: **11-20 days since break**
24. Hours on Duty: **0-3 hours**

Accident Details:

25. Accident Occurred During Working Hours: **Yes**
26. Time of Accident: **18:45**
27. Sea Conditions: **3**
(Beaufort Sea State)
28. Weather Conditions: **3 : wind 7 - 10 knots**
(Beaufort Wind Speed)
29. Location: **Cable Deck**
30. Describe Specific Location:
Cable deck aft.

31. Type of Transport Involved: **None**
32. Were Seat Belts in Use: **N/A**
33. Type of Injury: **Struck by object**
34. Treatment Received:
Cold pack and 2 panadein tablets.

35. Treatment By: **Glen Laurence - Chief Mate**

36. Body Part Injured: **Head/Neck**

37. Specific Body Part : **Upper lip, upper gum and nose**

38. Activity Engaged In: **Seismic Cable Handling**

39. Was There Property Damage: **No**

40. Was the proper Personal Protective Equipment (PPE) being worn?: **Yes**

41. Factual Description of Accident:
Brad Feist stated that while he was working on the cable deck at 18:45 on 11-25-99 he and two other crew were taking a tagline off one of the D rings on cable #3. As the shackle pin was pulled out, the end of the tag line flicked across the top and caught him across the nose and mouth. The end of the tagline rope had a metal eye.

42. Recommendation for Prevention of Recurrences:
Personnel to be aware that the weight of ropes, thimbles and shackles may cause ropes to move suddenly when disconnected even when there is no tension on the rope.

43. Was post-accident drug testing conducted?: **No**
If yes, where was the drug test conducted? If no, why was the drug test not conducted?
Comments:

44. Was post-accident alcohol testing conducted?: **No**
If yes, where was the drug test conducted? If no, why was the drug test not conducted?
Comments: **No facilities**

Risk Potential Matrix

The purpose of these matrices is to identify POTENTIALLY serious incidents so they can be investigated thoroughly.

IMPORTANT: When rating the incident, select the worst PROBABLE result, not the worst IMAGINABLE or worst case scenario.

Environmental: **N/A**
Property Damage: **N/A**
Injury: **C3**
Company Reputation: **C1**

To select the risk potential ratings for each category, press Enter and choose ONE entry from the list. For a description of each rating, click on the "Estimating Risk Severity and Level of Exposure" button to view the risk potential matrix. You MUST select a rating for each category. Select "Not Applicable" where necessary.

MARINE

HSE DEPARTMENT INJURY REPORT

1. Crew: **140**
2. Client: **Woodside**
3. Division: **EAME Marine**
4. Type of Crew: **Multi-Streamer**
5. Vessel Name: **Western Pride**
6. Name of Reporter: **Lyll Cowin**
7. Date of Accident: **11/16/99**
8. Date of Report: **11/17/99**
9. Type of Report: **First Report**

Classification of Injury:

10. Injury Classification: **First Aid**
11. Date Returned to Normal Duty: **11/16/99**
12. Estimated Date for Return to Normal Duties: **11/16/99**
13. Lost Work Days: **0**
14. Restricted Days: **0**

Information on Injured Person:

- | | <u>First</u> | <u>Last</u> |
|--------------------------------|-------------------------------|-------------|
| 15. Name: | Kevin | Cane |
| 16. Classification: | WGC Employee | |
| 17. Employee I.D.: | 85359 | |
| 18. Hire Date: | 05/09/91 | |
| 19. Department: | Navigation | |
| 20. Job Classification: | Navigator | |
| 21. Years with Company: | 8.6 | |
| 22. Years at Current Position: | 8 | |
| 23. Days on Duty: | 21-30 days since break | |
| 24. Hours on Duty: | 0-3 hours | |

Accident Details:

25. Accident Occurred During Working Hours: **Yes**
26. Time of Accident: **14:00**
27. Sea Conditions: **4 : waves 2 - 4 ft.**
(Beaufort Sea State)
28. Weather Conditions: **5 : wind 17 - 21 knots**
(Beaufort Wind Speed)
29. Location: **Gun Deck - Shooter Shack**
30. Describe Specific Location:
Stairs on starboard side of gun deck leading to gun stores

31. Type of Transport Involved: **None**
32. Were Seat Belts in Use: **N/A**
33. Type of Injury: **Falling**
34. Treatment Received:
Elastic bandage applied

35. Treatment By: **G. Laurence - Chief Mate**

36. Body Part Injured: **Legs**

37. Specific Body Part : **Left knee**

38. Activity Engaged In: **Descending**

39. Was There Property Damage: **No**

40. Was the proper Personal Protective Equipment (PPE) being worn?: **Yes**

41. Factual Description of Accident:

Kevin stated that as he was descending the stairs leading from the gun store area to the starboard side of the gun deck, the ship rolled causing him to slip down three or four steps before he arrested his fall by grabbing the hand rail. At the same time as he arrested his fall the heel of his left boot caught in a step and caused a strain injury to his left knee.

42. Recommendation for Prevention of Recurrences:

These stairs have very narrow steps and should be descended by walking backwards.

43. Was post-accident drug testing conducted?: **No**

If yes, where was the drug test conducted? If no, why was the drug test not conducted?

Comments: **Not required**

44. Was post-accident alcohol testing conducted?: **No**

If yes, where was the drug test conducted? If no, why was the drug test not conducted?

Comments: **Not required**

Risk Potential Matrix

The purpose of these matrices is to identify POTENTIALLY serious incidents so they can be investigated thoroughly.

IMPORTANT: When rating the incident, select the worst PROBABLE result, not the worst IMAGINABLE or worst case scenario.

Environmental: **N/A**

Property Damage: **N/A**

Injury: **D2**

Company Reputation: **D1**

To select the risk potential ratings for each category, press Enter and choose ONE entry from the list. For a description of each rating, click on the "Estimating Risk Severity and Level of Exposure" button to view the risk potential matrix. You MUST select a rating for each category. Select "Not Applicable" where necessary.

SE - INCIDENT / OBSERVATION REPORT

Reported by: Richard Dixon
Location: Woodside Indian prospect - West Australia
Date: 11/25/99
Crew No.: 140
Vessel: Woodside
Operation: EAME Marine
Affected Department: Vessel

Near Miss

Description:

We are a 72.9 m 2945 GRT Seismic survey vessel called 'Western Pride'. We currently have a Nav warning in the notice to Mariners advising that we are conducting Seismic operations in an area just north of North West Cape and are requesting a 5 mile clearance from all vessels. The gear we are towing consists of 8 cables and 6 gun string extending approx 3 miles behind us and half a mile out to each side and are extremely limited in our manoeuvrability when "hooting". The gear being towed is conservatively estimated to be worth in excess of \$50 million.

Last night at approx 0010 whilst to the west of our patch after sorting out a little problem with a oil filter on the stbd engine we were heading 074° (T) and lining up our next line when we picked up a target on Radar at approx 22 miles on a collision course. This target was approaching from the North on a course of approx 200° (T) and at a speed of 14.5 knots. We already had a target on our stbd quarter, coming from the South, whom we had established voice communications on channel 16, then channel 77 with, and he had agreed to and made an adjustment to his course to pass six miles astern of us.

Despite attempts to contact the target to the north of us on Ch 16 , Ch 12, HF 2182 and 4125, we had no success and he was still on a collision course 9 miles off with a CPA of 0.1 in approx 48 minutes. At this stage I called the Co-ordinator (the man in charge of the seismic side of operations) to the bridge and advised him of a developing close quarters situation. We could clearly see the steaming lights (in line) of the approaching vessel but no sidelights at this stage. We were showing the signals for a vessel towing and constrained in her ability to manoeuvre, our aft decks were extremely well lit and we would have been very visible to anyone from a great distance.

The vessel continued on its steady course approaching us from four points on our port bow so she was clearly the giving way vessel. I then fired two white flares in her direction and continued calling him on VHF and HF. I passed information regarding our situation just in case they could hear but not reply.

After the two flares he made a small alteration to 210° (T) which put him passing inside our 5 mile safety zone but passing between us and the other vessel which meant he would clear our gear by about a mile but pass less than two miles from the other vessel.

The approaching vessel maintained this course and speed and I regarded the developing situation as a serious close quarters situation. I fired two more white flares in his direction and continued calling him on VHF & HF but no response.

At this time I altered my course to 110° (T) and rang the engine room and informed them I was increasing the pitch to maximum (90%) to increase the passing distance.

This temporarily increased the clearing distance but then the approaching vessel altered 5° to port and thus maintained the narrow 1 mile clearance from our seismic gear. I continued to call him on VHF and HF until he was within 5 miles, firing a further two white flares in his direction.

As it was a full moon and nearly as bright as day I then realised from the silhouette of the vessel that he was almost certainly a Navy warship. His steaming lights had very little horizontal separation and he had an all round white light right aft. There were no port hole light or deck lights as if he was blacked out except for his nav lights.

I bit our finger nails and hoped he would not do anything silly as there was little else I could do to improve the situation. In the end he actually passed 3.8' from us, our tailbuoys have radar reflectors on them as well as very bright lights so he

could have been able to see them easily. His exact position at 0123 LMT was 21° 36' S 113° 15.5'E on a course of 200°
) speed 14.5 knots.

this vessel was a Merchant ship from his AUSREP reports it may be possible to find out who he was.

it was a Naval vessel (which I'm almost certain of) heading for Cockburn Sound perhaps

Enquires could be made to improve communications between Naval and Merchant ships

Enquires could be made as to the vessels direct contravention of the International Collision regs

We could ask does scaring years off my life expectancy constitute practising to defend our nation?

Richard Dixon

Master R/V Western Pride.

Select all appropriate factors in the categories below which best fit the incident/observation.

Personal Protective Equipment (PPE)

Not Applicable

Equipment and/or Tools

Not Applicable

Procedures

Not Applicable

Housekeeping

Not Applicable

Training

Not Applicable

Other

Actions by 3rd Parties

STOP HERE IF YOU ARE REPORTING AN OBSERVATION! DO NOT ENTER THE INFORMATION BELOW.

Immediate action taken to improve the situation.

As descibed in description - Description is report sent to MOPS Canberra

Final corrective action taken to prevent a similar recurrence.

MOPS Canberra have informed Master they are investigating the incident.

How was the incident communicated to the other crew members.

By posting this notice

Target date to complete improvement:

Risk Potential Matrix

The purpose of these matrices is to identify POTENTIALLY serious incidents so they can be investigated thoroughly.

IMPORTANT: When rating the incident, select the worst PROBABLE result, not the worst IMAGINABLE or worst case scenario.

Environmental: **N/A**
Property Damage: **D3**
Injury: **N/A**
Company Reputation: **D1**

To select the risk potential ratings for each category, press Enter and choose ONE entry from the list. For a description of each rating, click on the "Estimating Risk Severity and Level of Exposure" button to view the risk potential matrix. Select a rating category that applies to the incident being reported. Select "Not Applicable" (N/A) for the categories that do not apply.

HSE - INCIDENT / OBSERVATION REPORT

Reported by: Lyall Cowin
Location: Gun deck
Date: 11/15/99
Crew No.: 140
Vessel: Woodside
Division: EAME Marine
Affected Department: Crew

Unsafe Act

Description:

A crew member was on the forward gun deck area with open toe footwear

Select all appropriate factors in the categories below which best fit the incident/observation.

Personal Protective Equipment (PPE)

PPE not used

Equipment and/or Tools

Not Applicable

Procedures

Procedures in place but not followed

Housekeeping

Not Applicable

Training

Not Applicable

Other

Not Applicable

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Immediate action taken to improve the situation.

Person reminded of footwear policy

Final corrective action taken to prevent a similar recurrence.

Will be discussed at next crew HSE meeting

How was the incident communicated to the other crew members.

By posting this report

Target date to complete improvement: 11/30/99

Risk Potential Matrix

The purpose of these matrices is to identify POTENTIALLY serious incidents so they can be investigated thoroughly.

IMPORTANT: When rating the incident, select the worst PROBABLE result, not the worst IMAGINABLE or worst case scenario.

Environmental: **N/A**
Property Damage: **N/A**
Injury: **B1**
Company Reputation: **B1**

To select the risk potential ratings for each category, press Enter and choose ONE entry from the list. For a description of each rating, click on the "Estimating Risk Severity and Level of Exposure" button to view the risk potential matrix. Select a rating category that applies to the incident being reported. Select "Not Applicable" (N/A) for the categories that do not apply.

SE - INCIDENT / OBSERVATION REPORT

Reported by: Gary Birkett
Location: Vessel
Date: 11/28/99
Crew No.: 140
Incident: Woodside
Division: EAME Marine
Affected Department: All

Unsafe Condition

Description:

Project job book (Project Plan) not signed by crew members. New crew members are not aware of this document which should be read and signed in the mess room.

Select all appropriate factors in the categories below which best fit the incident/observation.

Personal Protective Equipment (PPE)

Equipment and/or Tools

Procedures

Procedures in place but not followed

Housekeeping

Training

Other

STOP HERE IF YOU ARE REPORTING AN OBSERVATION! DO NOT ENTER THE INFORMATION BELOW.

Immediate action taken to improve the situation.

Inform heads of departments that having new crew read project plan is part of departmental orientation.

Final corrective action taken to prevent a similar recurrence.

How was the incident communicated to the other crew members.

By e-mail and posting this notice.

Target date to complete improvement: 12/16/99

Risk Potential Matrix

The purpose of these matrices is to identify POTENTIALLY serious incidents so they can be investigated thoroughly.

IMPORTANT: When rating the incident, select the worst PROBABLE result, not the worst IMAGINABLE or worst case scenario.

Environmental: **C1**

Property Damage: **C1**

Injury: **C1**

Company Reputation: **C1**

To select the risk potential ratings for each category, press Enter and choose ONE entry from the list. For a description of each rating, click on the "Estimating Risk Severity and Level of Exposure" button to view the risk potential matrix. Select a rating category that applies to the incident being reported. Select "Not Applicable" (N/A) for the categories that do not apply.

SE - INCIDENT / OBSERVATION REPORT

Reported by: Gary Birkett
Location: Landing on stairs between cable deck and gun deck
Date: 11/28/99
Crew No.: 140
Vessel: Woodside
Division: EAME Marine
Affected Department: Seismic

Unsafe Condition

Description:

Aft stairs from cable deck to gun deck, mid landing between flights. There is a raised lip between core decking which is not obvious. There is a danger of a crew member tripping and being propelled over the guard rail at the stern. This lip should be painted red until it can be removed.

Select all appropriate factors in the categories below which best fit the incident/observation.

Personal Protective Equipment (PPE)

Equipment and/or Tools

Not suitable for task

Procedures

Housekeeping

Training

Other

STOP HERE IF YOU ARE REPORTING AN OBSERVATION! DO NOT ENTER THE INFORMATION BELOW.

Immediate action taken to improve the situation.

Inform marine crew.

Final corrective action taken to prevent a similar recurrence.

How was the incident communicated to the other crew members.

By posting this report

Target date to complete improvement: 12/16/99

Risk Potential Matrix

The purpose of these matrices is to identify POTENTIALLY serious incidents so they can be investigated thoroughly.

IMPORTANT: When rating the incident, select the worst PROBABLE result, not the worst IMAGINABLE or worst case scenario.

Environmental: **N/A**

Property Damage: **N/A**

Injury: **D2**

Company Reputation: **D2**

To select the risk potential ratings for each category, press Enter and choose ONE entry from the list. For a description of each rating, click on the "Estimating Risk Severity and Level of Exposure" button to view the risk potential matrix. Select a rating category that applies to the incident being reported. Select "Not Applicable" (N/A) for the categories that do not apply.

MARINE

HSE DEPARTMENT OCCUPATIONAL ILLNESS REPORT

Crew: 140
Client: Woodside
Division: EAME Marine
Type of Crew: Multi-Streamer
Vessel Name: Western Pride
Name of Reporter: Lyall Cowin
Date of Illness: 11/20/99
Date of Report: 11/20/99
Type of Report : First Report

Information on Person:

	<u>First</u>	<u>Last</u>
1. Name:	Larry	Dusolt
2. Classification:	WGC Employee	
3. Employee I.D.:	84704	
4. Hire Date:	03/24/97	
5. Department:	Recording	
6. Job Classification:	Technician	
7. Years with Company:	2.7	
8. Years with Current position:	2	
9. Days on Duty:	11-20 days since break	
10. Number of Hours on Duty:	1-3 Hours	
11. Date Returned to Work:	11/20/99	
12. Estimated Date for Return to Normal Duties:	11/20/99	
13. Lost Illness Days:	0	

Illness Details:

1. Location: On board
2. Specific Location Where Illness Was Contracted: Not known
3. Type of Illness: Other
4. Specific Type of Illness: Suspected malaria relapse
5. Treatment Received: 4 x 250mg chloroquine tablets at once followed by 2 every 12 hours for 36 hours
6. Treatment By: Glen Turner - Chief Mate
7. Body Part or System Affected by Illness: Other
8. Source of Illness: Other
9. Factual Description of Illness:

Larry complained of shivering, sweating and headaches. His temp was 37.4, BP 141/79, pulse 105. He told the Chief Mate he contracted malaria 12 years ago and has since had approx. 7 to 8 relapses, the most recent relapse occurred 12 months ago. The Chief Mate obtained medical advice from IMC (Dr Carson Lo). The diagnosis was suspected vivax malaria. Treatment prescribed was 4 x 250mg chloroquine tablets at once followed by 2 every 12 hours for 36 hours. IMC instructed The Chief Mate to call them if Larry does not improve within 12 hours. He may have to be sent ashore if there is no improvement.

At the time of this illness report there is a viral infection on the crew which is causing sore throat, running nose, headaches and aching joints to several crew members.

2. Recommendation for Prevention of Recurrences :

Risk Potential Matrix

The purpose of these matrices is to identify POTENTIALLY serious incidents so they can be investigated thoroughly.

IMPORTANT: When rating the incident, select the worst PROBABLE result, not the worst IMAGINABLE or worst case scenario.

Environmental: **N/A**
Property Damage: **N/A**
Injury: **B4**
Company Reputation: **B2**

To select the risk potential ratings for each category, press Enter and choose ONE entry from the list. For a description of each rating, click on the "Estimating Risk Severity and Level of Exposure" button to view the risk potential matrix. You MUST select a rating for each category. Select "Not Applicable" where necessary.