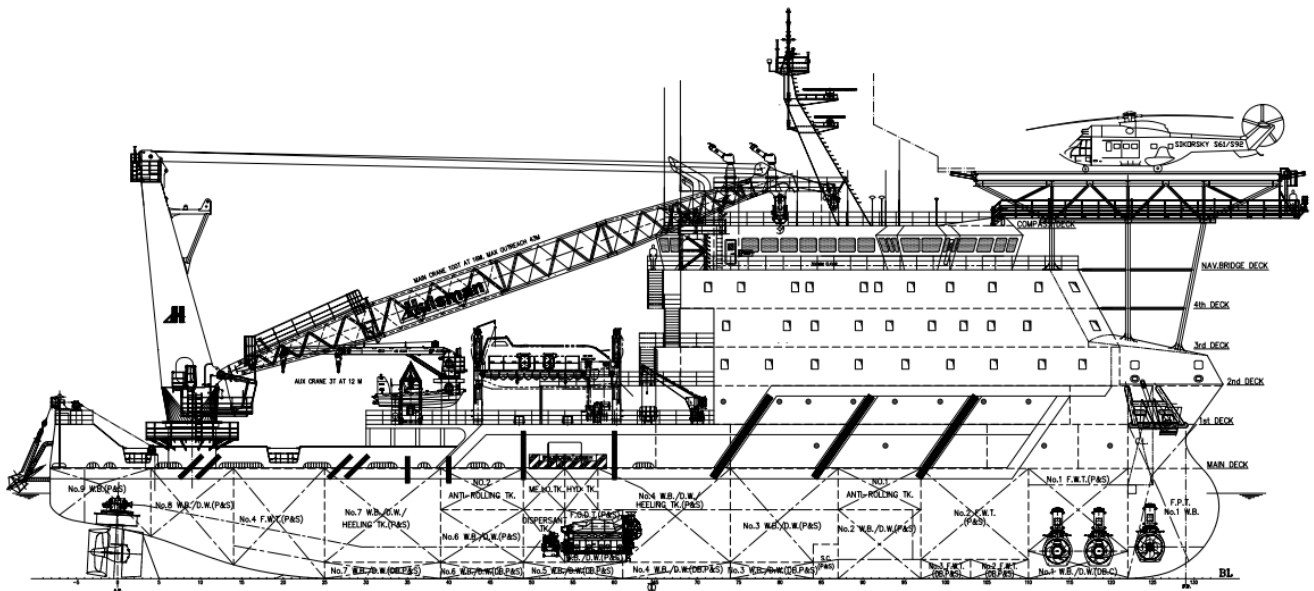


## Crest Centurion 2



## Safety Case Extracts For Public Information

## Safety Case Summary and Introduction

### **Safety Case Overview**

This Safety Case is for the Self-Propelled Offshore Support and Firefighting Vessel Crest Centurion 2 and its intended operations within the sovereign territory of Negara Brunei Darussalam. The Safety Case has been prepared by Pacific Radiance Ltd in compliance with the Brunei Government Workplace Safety and Health (Facilities) (Control of Major Accident Hazards) Regulations 2013 and all applicable amendments.

The Safety Case document demonstrates that the risks arising from the identified Major Accident Hazards (MAHs) for the vessel are appropriately managed through application of suitable engineering control measures and that the residual risk levels are reduced to As Low as Reasonably Practicable (ALARP).

### **Mobile Facility Duty Holder**

Duty Holder for the vessel Crest Centurion 2 is Pacific Radiance Ltd Fleet Manager, Mr. Wisan Wataniyakun with controlled copies of the Mobile Facility Safety Case document kept onshore and on board the vessel.

Address in Singapore : Pacific Radiance Ltd.  
15 Pandan Road,  
Singapore 609263

Address in Brunei : CV/O SPHI Marine Sendirian Berhad  
Unit C2, Ground Floor, Jerudong Centre,  
Spg. 461, Jalan Jerudong, BG3122  
Negara Brunei Darussalam

## Statement of Fitness / Justification to Operate

This Safety Case document demonstrates to the extent possible that the Duty Holder has:

- Taken all reasonably practicable measures necessary to prevent major accidents and limit their consequences to the public, property and the environment by conducting a Formal Safety Assessment of the vessel and ensuring that all controls are in place to ensure that all risks are ALARP;
- Prepared an onsite emergency plan and liaised with the authorities responsible;
- Prepared an offsite emergency plan in conjunction with the charterer while in Brunei waters and liaised with the authorities responsible;
- Described in this Safety Case the means by which the Duty Holder will ensure the adequacy of the design, construction, operation, maintenance or modification of the facility, for the relevant stage or stages in its life;
- Submitted a relevant Safety Case for the facility as required by these Regulations and not operate the facility unless the Duty Holder has a Safety Case Certificate from the competent authority;
- Will ensure that the procedures and arrangements described in this Safety Case are followed; and
- Will make all necessary information about the vessel, its activities and hazards available to the public.

In managing its hazards through hardware, procedures, supervision and nurturing a culture for HSE, it is the opinion of the undersigned that the vessel is fit to commence operations in Brunei waters.

This assessment has been made by:

Wisam Wataniyakun  
Fleet Manager, Document Owner and Duty Holder

**Confirmation that the facility is subject to these Regulations and that the notification or the Safety Case has been submitted to the competent authority**

Pacific Radiance Ltd is obliged under Workplace Safety and Health (Facilities) (Control of Major Accident Hazards) Regulations to submit a Safety case for the vessel Crest Centurion 2. Safety Case was submitted, and it is accepted that Pacific Radiance Ltd has complied with the requirements under the Workplace Safety and Health (Facilities) (Control of Major Accidents Hazards) Regulations (COMAH). Pacific Radiance Ltd Duty Holder shall ensure that the procedures and arrangements described in the current safety cases are followed and the information referred to is updated as required.

**An explanation in simple terms of the activity or activities undertaken at the facility**

Crest Centurion 2 is an offshore support vessel and provides accommodation for offshore personnel as well as and deck space for offshore maintenance activities. It is not designed to exploit any hazardous substances or carry out any well operations.

Activities which may be conducted by the vessel whether as individual operation or as part of combined operations includes:

- Navigation
- Anchoring and berthing
- Station keeping by dynamic positioning
- Crane lifting for transferring or storing of material, equipment or cargo
- Boat to boat transfer of personnel
- Provision of a gangway for personnel transfer to and from the platform
- Provision of accommodation for personnel including catering and domestic services
- Daily communications between the vessel Master and the platform offshore installation manager

A separate Combined Operations Safety Case will be submitted by the Charterer for all 'Combined Operations' with the vessel in full compliance with the laws and regulations of Brunei Darussalam.

**The common names or, in the case of hazardous substances, the generic names or the general danger classification of the substances and preparations involved at the facility which could give rise to a major accident, with an indication of their principal hazardous characteristics**

Substance specified in Division 2 of Part II of the Fifth Schedule to the WSHO	Present on board	Above Threshold limit
<b>Acetylene</b>	Yes – 150kg maximum	No – limit is 50,000kg
<p>Acetylene Overview:</p> <p>Acetylene is not especially toxic, but it can contain toxic impurities such as traces of phosphine and arsine. It is also highly flammable, combustion of acetylene with oxygen produces a flame of over 3600 K (3300 °C, 6000 °F), releasing 11.8 kJ/g. Oxyacetylene is the hottest burning common fuel gas. Its singular hazard is associated with its intrinsic instability, especially when it is pressurized. Samples of concentrated or pure acetylene can easily react in an addition-type reaction to form a number of products, typically benzene and/or vinyl acetylene. These reactions are exothermic, and unlike other common flammables, do not require oxygen to proceed. Consequently, acetylene can explode with extreme violence if the absolute pressure of the gas exceeds about 200 kPa (29 psi).</p> <p>Acetylene and Oxygen on board the vessel will be used in welding, cutting and burning operations.</p>		
<b>Oxygen</b>	Yes – 320kg maximum	No – limit is 50,000kg
<p>Oxygen Overview:</p> <p>Oxygen is a nontoxic odourless, colourless, tasteless gas. It is naturally present in the air (21%) and is essential for life. Increased levels of oxygen promote rapid combustion.</p> <p>Acetylene and Oxygen on board the vessel will be used in welding, cutting and burning operations.</p>		
<b>Marine Gas Oil</b>	Yes – Marine Gas Oil 1974.9m <sup>3</sup> maximum (approx. 1741.9 tonnes)	No – limit is 25,000 tonnes
<p>Marine Gas Oil Overview:</p> <p>Marine Gas Oil is a blend of diesel fuel and is thus flammable. It may be fatal if swallowed, harmful if inhaled and causes skin irritation. It may cause damage to organs through prolonged or repeated exposure. It is toxic to aquatic life with long lasting effects.</p>		

**General information relating to the nature of the major accident hazards, including their potential effects on the public, property and the environment**

No.	MAE (Major Accident Event)	Consequences
1.	Diesel Spills and Subsequent Fires	Potential of environmental damage due to spills of diesel fuel
2.	Engine Fires	Engine fires would generate thick smoke engulfing the room and damage the engine and shutdown of the engine. however, the escalation of fire is not likely
3.	Acetylene Leaks, Fires and Explosion	Acetylene leaks and accumulate of gas in the area leading to possible fire and explosion if there is an ignition source. This may cause structural damage and potential projectiles resulting in personal injuries
4.	Accommodations Fire from Short Circuit	Compartment fires that can result in damage to the accommodation and also personnel fatalities
5.	Epidemic on Board	Contagious disease can result in personnel fatalities
6.	Dropped Load from Slings Parting	Dropping of heavy lifted objects during lifting by the crane, highline or hoists -impacting personnel directly and/or damaging supporting structure
7.	Crane Toppling	Overloading can result in crane toppling and boom breaking – impacting personnel directly and/or damaging supporting structure
8.	Loss of Vessel Control	No power source resulting in loss of vessel control – potential of collision to other facilities and damage to the vessel
9.	Collisions with Other Vessels in the Vicinity	Collision with other vessels resulting in vessel damage and potential personnel fatalities
10.	Water Ingress and Capsize	Water ingress into the vessel can potentially result in vessel sinking and cause damage to the vessel and personnel fatalities
11.	Anchor Parting	Loss of position of vessel – potential of impacting other facilities, damage to vessel
12.	Ship Run Aground	Run aground causing loss of stability of vessel resulting in damage to vessel

**Adequate information on how the public concerned will be warned and kept informed in the event of a major accident**

In the event of a MAE, Pacific Radiance Ltd will provide information to the public via a secured website and/or through media releases / statement. Information will include details of the MAE and the resulting losses and damages and any potential long-term effects for the public (though in this case the only long-term damage of concern to the public from any MAE would be the results of an oil spill). All enquiries from the media shall be directed to the CEO who will be the sole spokesperson for the Company unless authorized otherwise.

All Major Accident Events that occur on the vessel are to be reported by the Fleet Manager or designate to relevant authorities directly by telephone and followed with an initial incident notification. The nature of the emergency will be communicated together with the relevant information regarding requirements for support and danger to the public and /or natural environment.

If there are any trans-boundary effects, potential or actual from the incident, these will be communicated by the client's emergency coordination centre in accordance with the client emergency response procedures if the client's platform is involved (assuming the platform's assets are responsible for most of the trans-boundary effects). If the incident purely involves only the vessel, Pacific Radiance Ltd will be responsible for contacting any emergency services as necessary including those in neighbouring states (such as marine authorities in the event of an oil spill).

**Adequate information on the actions the public concerned should take, and on the behaviour, they should adopt, in the event of a major accident**

In the event of a major accident, the public are advice to:

- Stay calm and alert, do not panic or act impulsively
- Keep away from any dangerous situations
- Listen to the instructions and information from the authorities and emergency services and follow their directions and advice
- Stay tuned to the official sources of information and instruction for updates
- Do not spread rumours or misinformation

It is the responsibility of Pacific Radiance Ltd to ensure that the relevant authorities are contacted as appropriate in the event of an emergency.

**Confirmation that the duty holder is required to make adequate arrangements onsite, in particular, liaison with the emergency services to deal with major accidents and to minimise their effects**

Pacific Radiance Ltd emergency preparedness provides a framework to provide the implementation of effective response measures and ensures procedures are properly controlled and managed.

Emergency teams are formed onboard to deal with the emergencies, which will consist of a command team, an on-scene team and a backup team. The command team will be responsible for liaison with emergency services onsite to deal with major accident and to minimise their effect.

**A reference to the offsite emergency plan for the facility. This should include advice to cooperate with any instruction or request from the emergency services at the time of an accident**

In the event of an emergency onboard the vessel, the Master will contact the Designated Person Ashore (DPA) who will discuss with the Emergency Response Team Leader (ERTL) whether to activate the shore-based Emergency Response Team based on the severity and nature of the emergency.

Should the emergency be considered a Major Emergency, the shore-based Emergency Response Team will be mobilised to provide support and request extra support as necessary from external parties (emergency services or relevant authorities).

Where the emergency is minor and can be handled without the need of external support, the ERTL along with the DPA, will continue to monitor the situation from onshore. Should the emergency escalate, the shore-based Emergency Response Team will be activated as necessary.

The overall objectives and functions of Pacific Radiance Ltd shore-based Emergency Response Team during emergencies is to:

- Provide a link between the Company and the vessel
- Provide lines of communications between the Company, emergency services, regulatory bodies, underwriters, P&I clubs, agents and media, etc.
- Provide advice, assistance and guidance to the vessel
- Provide a communication centre manned by qualified personnel who have available to them all the technical details and the data necessary to mitigate the situation
- Provide a link between the Company and charterer / client

And including but not limit to:

- Reporting and providing information of the incident to the responsible authorities
- Liaising and cooperating with any instruction or request by the emergency services or authorities responsible for providing assistance with onsite emergency response action, including those in the neighbouring states in the event of a major accident with possible transboundary consequences
- Provision of recovery and restoration of the environment following a major accident
- Seeking assistance from client's resources as necessary

Communications with external support will be handled by the client in the event of an emergency involving the platform. However, it will be the responsibility of Pacific Radiance Ltd shore-based Emergency Response Team to ensure that this is done in the event of an emergency – this is achieved through communications and agreement with the client's Emergency Coordination Team.

**Details of where further relevant information can be obtained, unless making that information available would be contrary to the interests of national security or personal confidentiality or would prejudice to an unreasonable degree the commercial interests of any person.**

Further information may be requested and obtained from:

Winson Ang, QHSSE Manager (Fleet Division)

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