

Appendix A – chronological course of events

Date	Time	Event	Comment
Project phase	n/a	Design of HVAC system for the engine room.	System failed to provide sufficient heat.
Commissioning phase	n/a	Commissioning of HVAC system.	Commissioning identified that the system gave insufficient heat.
Autumn 2014	n/a	The steam valve regulating the quantities of heat/steam to the heat exchanger in the AHU-A unit was placed in manual mode – in other words, it could not be controlled from the CCR via SAS.	This was done to ensure that the system provided enough heat. The risk of doing so was not sufficiently understood.
Autumn 2014	n/a	Filter cassettes for the AHU-A and AHU-B units were replaced with new types during docking in Haugesund.	
23 March 2015	17.39	Loss of main power, fans stopped.	Repeated attempts to restore main power. According to the design, fans must be restarted manually during start-up after loss of main power.
		Main power restored.	
	19.00	Shift change.	
	Not known	During the evening, and after the loss of main power, an OBS card was posted about an abnormal smell in the living quarters	
24 March 2015	01.32	Smoke detection notification on deck 4, alarm 10 seconds later.	Plant operators sent to the area. Attempted to extinguish the fire with two hoses in the room. The fire hoses failed to deliver sufficient water.
	01.40	Report of genuine fire received by CCR.	
	01.40	GA activated manually by CCR operator.	
	01.40	Emergency response command activated.	
	01.45	JRCC, Teekay, standby ship and <i>Transocean Searcher</i> notified.	
	01.46	Fire damper valve 97-GE-5912 closed.	
	01.48	Production shut down.	
	01.51	Fire team mustered.	Fire water from surrounding hydrants.
	01.56	POB check completed (100).	
	02.10	Fire extinguished.	
	02.24	Extra breathing gas supplied to smoke divers.	
	02.38	Ongoing work to cool down fire site.	
	02.48	Sea King on helideck.	
	05.30	Mustering terminated. Personnel back to work or cabins. Emergency over.	