



CANADIAN ASSOCIATION  
OF PETROLEUM PRODUCERS

October 29, 2009

*Letter sent electronically and via regular mail*

Robert J. Rutherford  
Director  
Offshore Safety and Survival Centre  
Fisheries and Marine Institute of Memorial University  
P.O. Box 4920  
St. John's, NL A1C 5H5

Dear Mr. Rutherford:

As you are aware, the CAPP Training and Qualifications Committee commissioned a safety training course quality review project. Several courses were identified for review. To date the review of Basic Survival Training and its recurrent course as offered at your institution has been completed, findings discussed with you by the review team, and the final report submitted to CAPP. That report, entitled *CAPP Standard Practice for the Training and Qualifications of Personnel – Safety Training Quality Review, BST and BST-R Course Reviews at the Marine Institute (MI)* was provided to you on October 22, 2009.

The report contains suggestions from the review team for continuous improvement opportunities within these two courses. These suggestions are listed here:

*“It is suggested that<sup>1</sup>:*

- *how to launch the skyscape be demonstrated*
- *individual entry and a team approach to entry of the life raft in the pool should be taught*
- *the participants be instructed to stand in the openings of the billy pugh and that practice be conducted in this manner*
- *MI consider using high fidelity [HUET] simulator training (Norway and Netherlands)*
- *the MI include training in the use of fire blankets in the BST course*
- *should occasions arise where abandonment training is not conducted upwind [sea day training] the situation should be explained to participants so that they are aware of the proper procedure*
- *the MI continue to actively investigate and pursue measures to reduce any possibility of premature opening of the [lifeboat] on-load hook mechanism as well as any associated measures to reduce and mitigate risk*

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<sup>1</sup> The text of the specific suggestions is copied directly from the report, supporting discussion for each suggestion is provided within the report

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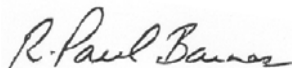
- *the MI do a more thorough accident investigation using a root cause analysis technique to identify ways to prevent the repetition of accidents*
- *that MI consider implementing a formal English as a Second Language test”, and*
- *that MI should further investigate whether the difference in HUET versus the helicopters flown offshore (i.e. seat belts, seat backs & window size) warrant a change in HUET (note: changing seat belts and seat backs is being undertaken by the MI).*

CAPP has shared these suggestions with the three Newfoundland producers together with members of its Atlantic Canada Safety Committee. Each of these suggestions is supported by industry. Therefore, I am seeking your views of each suggestion with the ultimate intent of preparing an action plan for those which you concur are appropriate to implement.

In addition to the suggestions within the course quality review report, the model of HUET employed at your facility does not simulate stroking helicopter seats. As such industry is requesting that you consider this and conduct an assessment of incorporating chairs within your HUET that simulate the effect of stroking helicopter seats. This is of concern to industry as the seats in the model of helicopter used by this industry in the majority of its offshore flights have stroking capability. Industry wishes to work with you to evaluate an appropriate training response to this equipment.

We wish to proceed with an action plan to address these suggestions in a timely manner and thus are seeking a response to this by Nov 13, 2009. If you wish to discuss this further I'd be pleased to meet with you.

Regards,



R. Paul Barnes  
Manager, Atlantic Canada