

Gulf Offshore N.S. Ltd

DROPS Forum 29th Feb 2012





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DESPITE OUR BEST EFFORTS DROPPED OBJECTS & POTENTIAL DROPPED OBJECTS CONTINUE TO BE A MAJOR PROBLEM IN THE OFFSHORE INDUSTRY

FOR EVERY DROPPED OBJECT THAT IS REPORTED, 2 MORE GO UNREPORTED

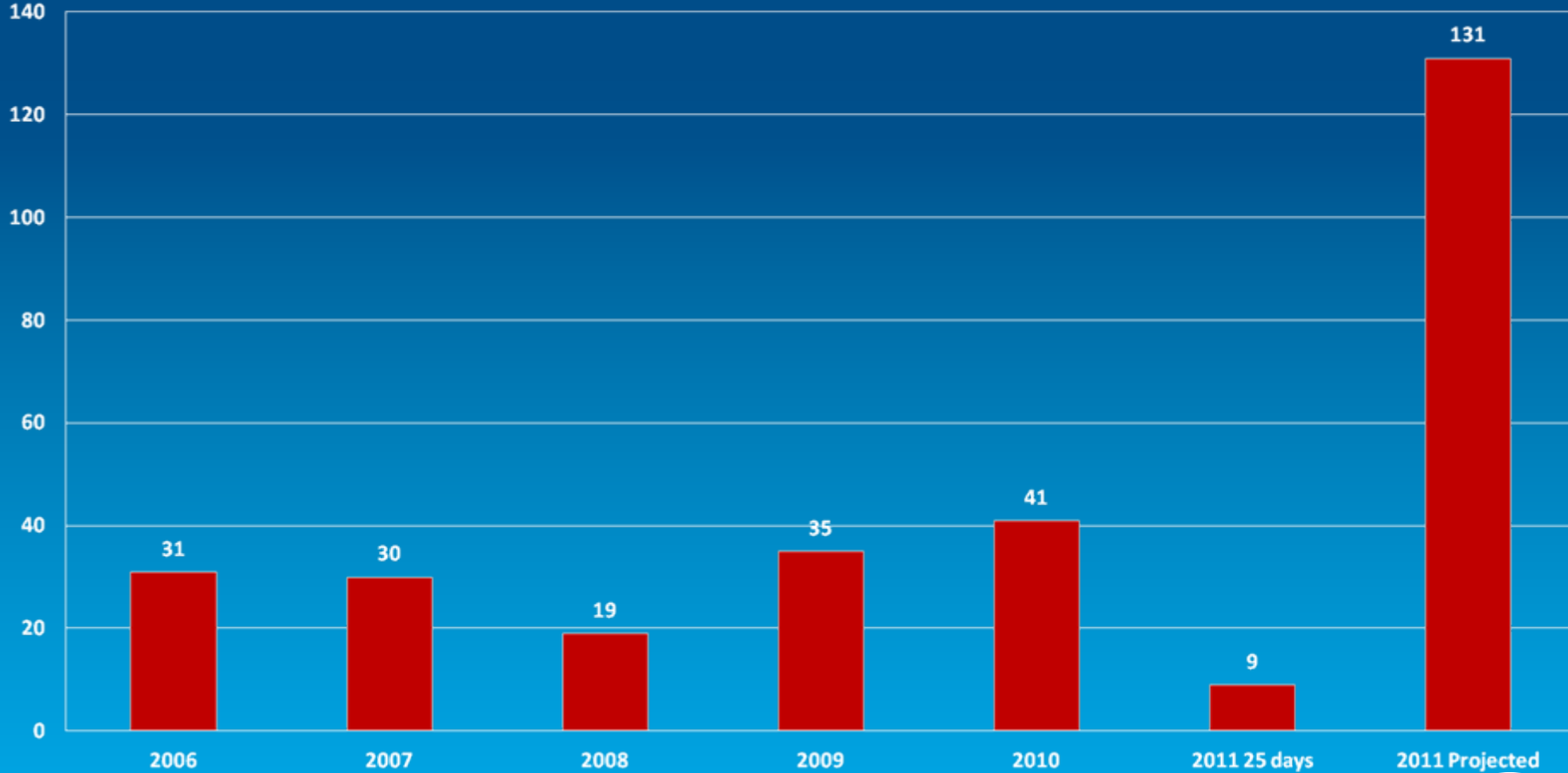
SO, WHAT'S THE PROBLEM WITH NOT REPORTING DROPPED OBJECTS OR FOLLOWING UP?

IF IT GOES UNREPORTED OR IS NOT FOLLOWED UP, THEN THE PROBLEM OR ROOT CAUSE CANNOT BE ADDRESSED & THE LIKELIHOOD OF A REOCCURRENCE INCREASES SIGNIFICANTLY



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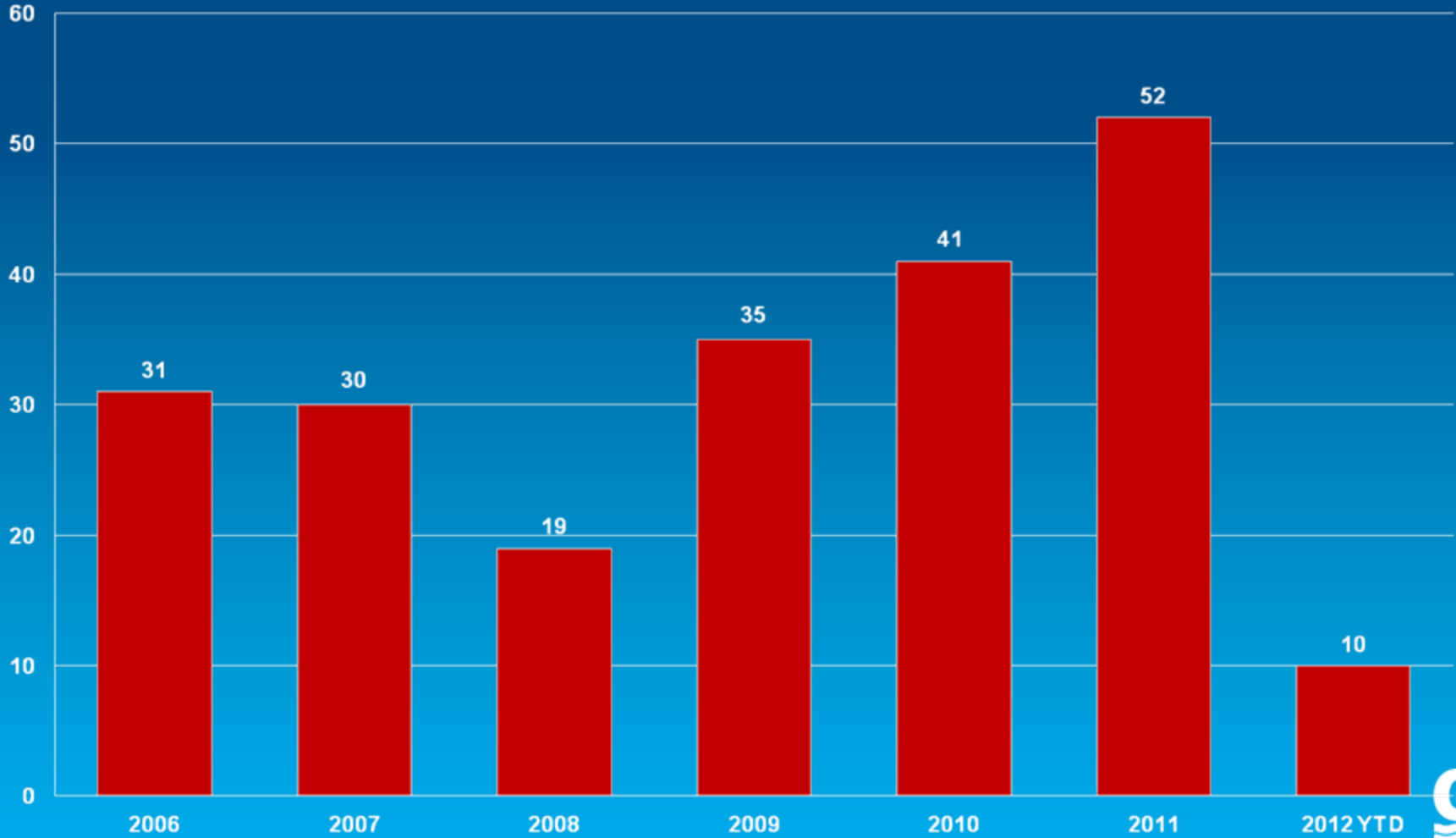
Potential Dropped Objects Summary





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Potential Dropped Objects Summary 2012 YTD

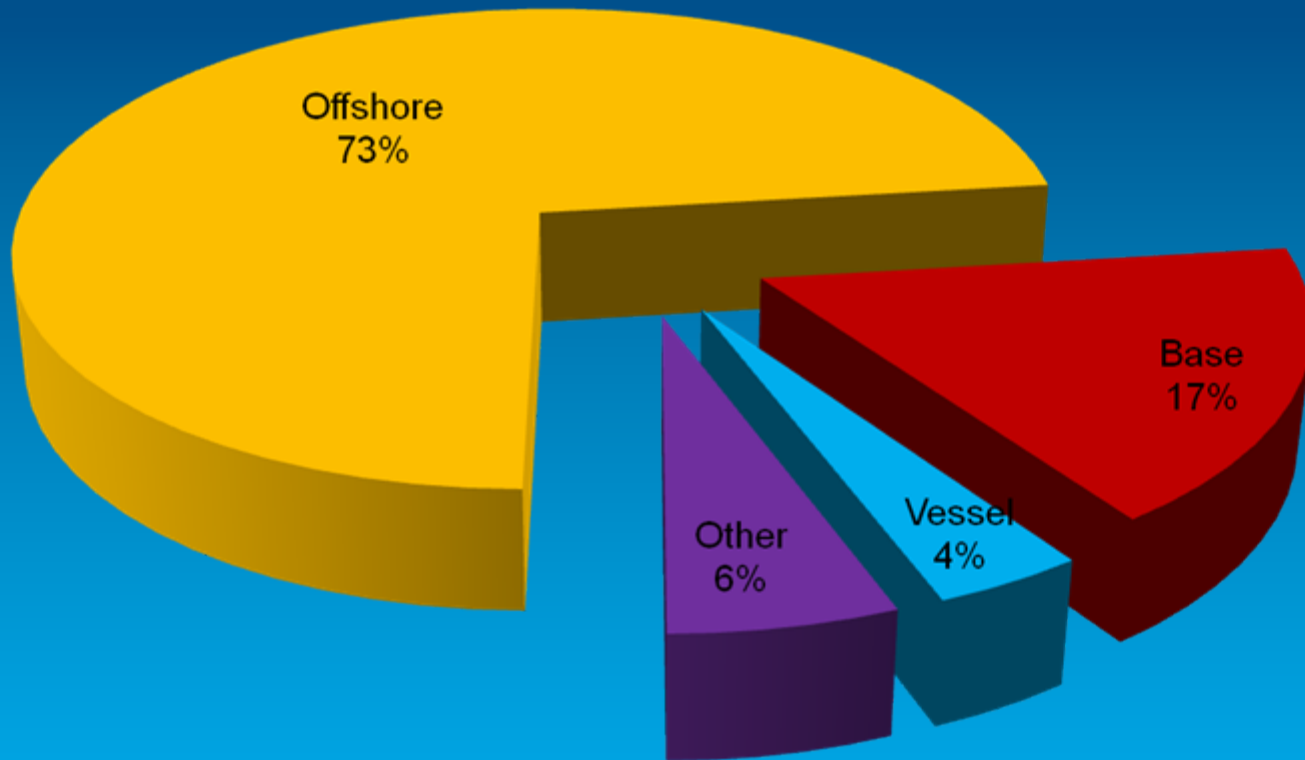




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Dropped Objects Break down 2011 & 2012 YTD

■ Offshore ■ Base ■ Vessel ■ Other

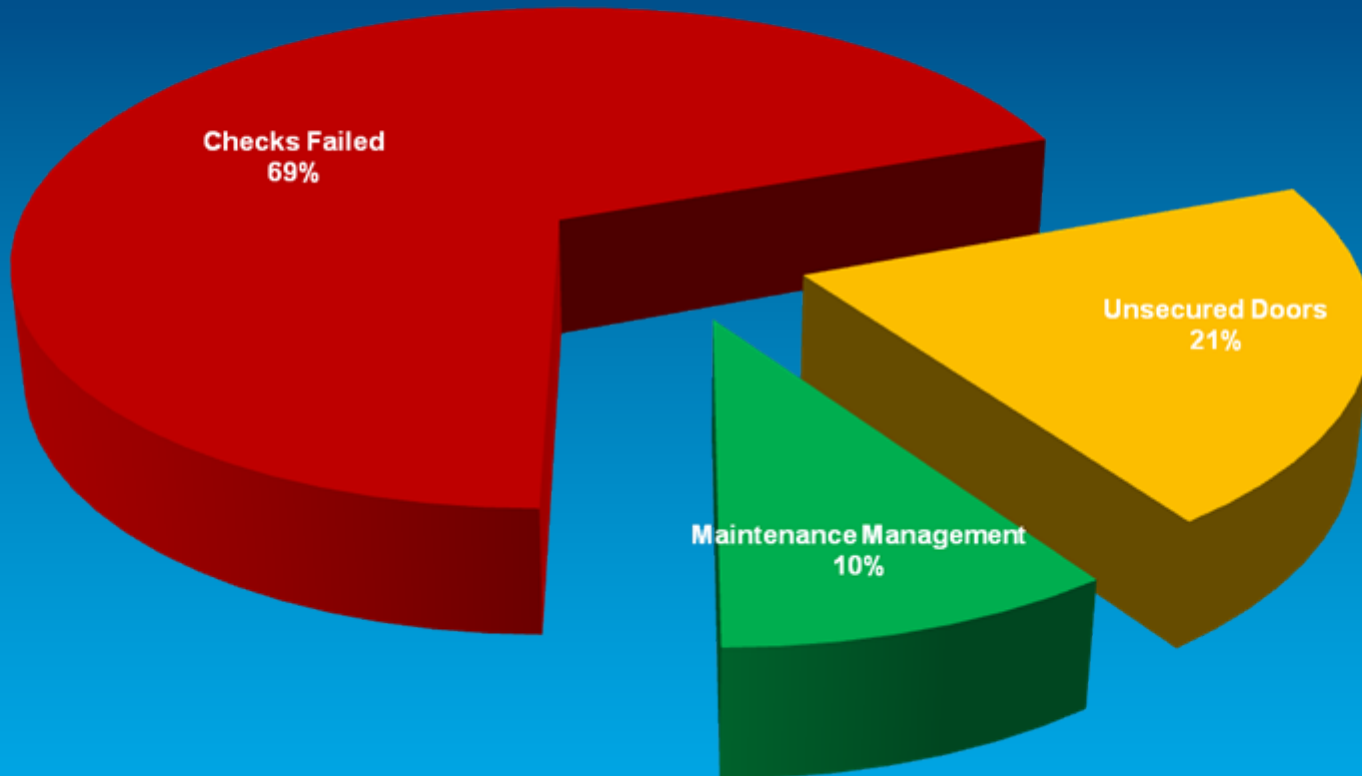




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Dropped Objects Breakdown

■ Checks Failed ■ Unsecured Doors ■ Maintenance Management

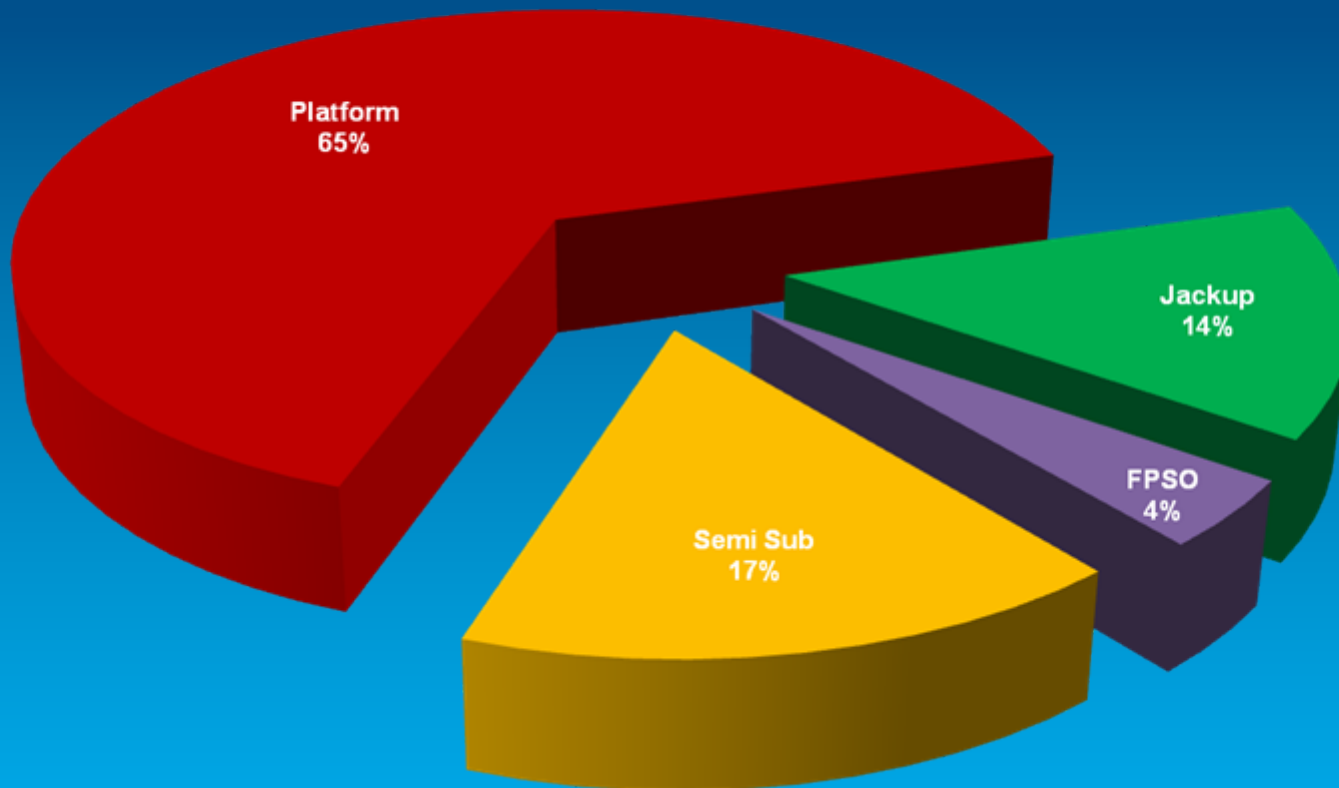




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Type of Offshore Installation

■ Semi Sub ■ Platform ■ Jackup ■ FPSO





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THE GREATER THE DISTANCE AN OBJECT FALLS THROUGH, THE MORE TIME IT HAS TO ACCELERATE

THE IMPACT CAUSED BY THIS ACCELERATION CAN BE DEVASTATING

AN OBJECT FALLING FROM 10m OR 30 feet HAS AN IMPACT EQUIVALENT TO

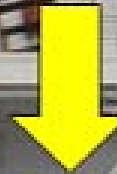
10 TIMES ITS OWN WEIGHT

LETS PUT THIS INTO PERSPECTIVE

THIS SHACKLE



DROPPED FROM THIS POINT



NO SHOKING ON DECK



TO THIS POINT



HAS ROUGHLY THE IMPACT FORCE EQUIVALENT TO THE WEIGHT OF THIS SHACKLE









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PLAN INTRODUCED WITH IMMEDIATE EFFECT IN 2011 TO ELIMINATE THE PROBLEM OF CORROSION DEBRIS ON THE UNDERSIDE OF CONTAINERS

ALL CONTAINERS WILL UNDERTAKE A FULL UNDERSIDE CORROSION CHECK

ALL CONTAINERS WILL BE PLACED ON TRESTLES WITH ANY HEAVY CORROSION BEING REMOVED BY HAMMERING & HIGH PRESSURE JET WASHING

ANY UNITS FOUND TO BE HEAVILY CORRODED WILL BE TAKEN OUT OF SERVICE AND REPLACED

REFURB PROGRAM IN PLACE WITH A NUMBER OF UNITS BEING SWAPPED OUT EACH MONTH



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1.5m/5 foot METAL ANGLE IRON FROM GRATING OF A TANK UNIT

Atmospheric corrosion, poor design / manufacture and the high impact lifting operations of these containers have caused the relatively small spot welds to deteriorate and crack over a period of time. These three damage mechanisms have ultimately resulted in the angle iron detaching from the container during the routine lifting operation.

A visual inspection of all the other containers of the same design onboard the platform that could be accessed safely was carried out. List as follows of the containers found with the same cracking to the spot welds: CT421, CT267, CT365, CT402, CT193, CT385, CT149, CT288, CT209, CT137



B-DECK

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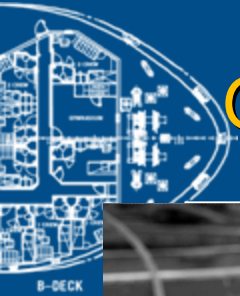
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To raise awareness of Dropped Objects and their consequences.

To assist with identifying and assessing potential Dropped Objects while planning and monitoring tasks

To assist with identifying controls for prevention and mitigation of potential Dropped Objects



GULF/TAQA Quarterly Meeting HSE Statistics



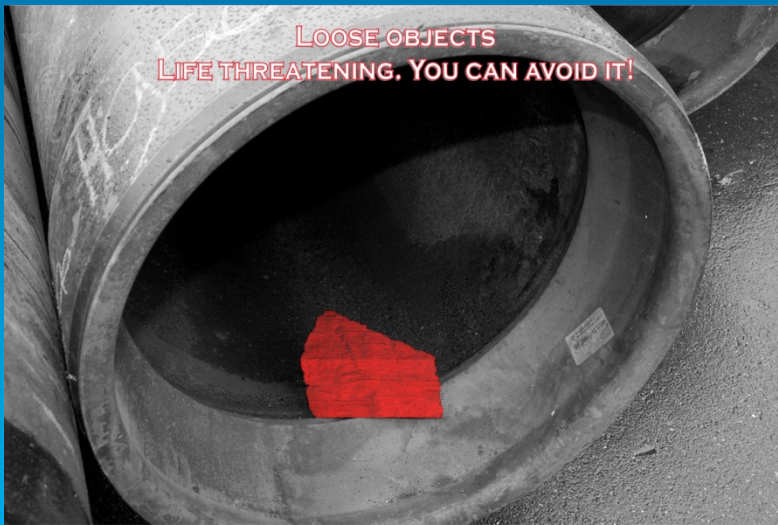
LOOSE OBJECTS
LIFE THREATENING. YOU CAN AVOID IT!

 THERE IS ALWAYS TIME TO DO IT RIGHT - DO IT SAFELY OR NOT AT ALL 



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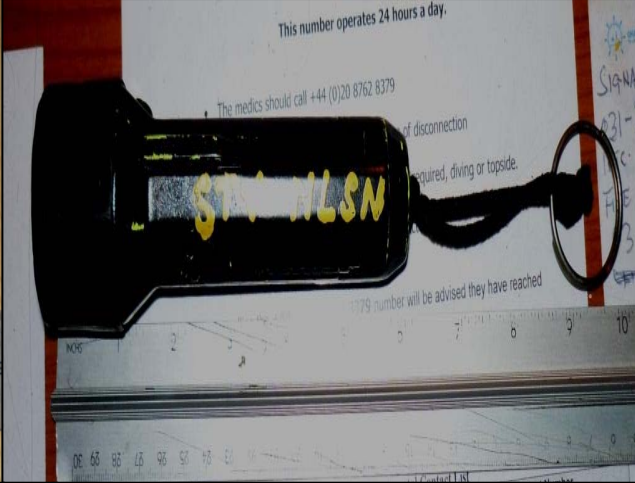
BANKSMAN CHECK TAGS

DROPPED OBJECT & PRE LOADING CHECKS
HANDBOOKS

PHYSICAL CHECK OF DOORS

REMOVAL FROM SERVICE OF CONTAINERS WITH
POOR DESIGN ROUND DOOR HANDLES AND LOCKING
DEVICES/MODIFICATION OF EXISTING CONTAINERS

EDUCATE CONTRACTORS WORKING ONBOARD SHIPS





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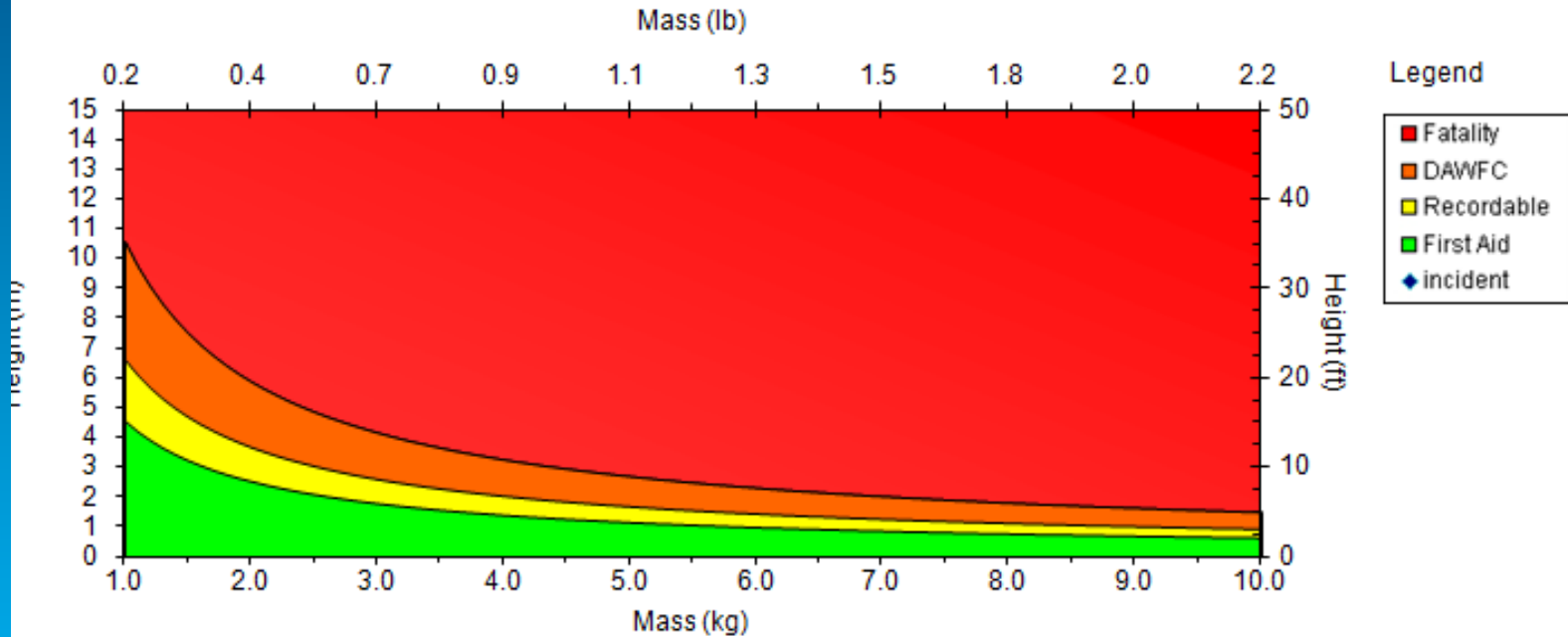


Outcome Calculator

Height m

Mass kg

Outcome





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PRE LOADING/BACKLOADING CHECKS
FAILING

MAINTENANCE MANAGEMENT OF
OLDER CARGO UNITS

AWARENESS

CONSEQUENCES



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