



ABERDEEN DRILLING CONSULTANTS

ADC Rig Inspection Services

DROPPED OBJECT STUDY

DRILLING CONTRACTOR YARD AND WAREHOUSE FACILITY



DROPS

DROPPED OBJECTS
PREVENTION SCHEME

In accordance with

**Common Guidelines for Independent Dropped
Object Surveys**



DROPS

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PREVENTION SCHEME



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As would be expected there was a lot of equipment and tubulars stored within 2 main warehouse areas, several large semi permanent canvas enclosures and other segregated areas. Each warehouse had a gantry crane installed and 4 forklift trucks and a lorry mounted crane were operated within the busy yard.

There were approximately 32 personnel employed within the yard directly and many contractors and lorry drivers were ever present also.



While the scope of the survey was derived around identifying potential dropped objects, ADC auditors were also invited to record any safety concerns noted.



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There were many practices and conditions observed which would not be acceptable elsewhere in the industry and particularly offshore.





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GOOD OR BAD PRACTICES ? – ACCEPTABLE STANDARDS?





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FINDINGS

The supply chain manual supplied as being the governing document did not set out how yard operations onshore should be managed and what was or was not acceptable practice, such as maximum heights for stacking, securing and quarantine areas etc.





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FINDINGS

All containers and equipment being dispatched to one operators contracted rigs were being inspected thoroughly and “signed off” by an independent third party contractor. The remainder were subject to similar drilling contractor controls in house.





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Having observed the preparation and loading of one particular lorry from start to finish including the various standard checks required by the drilling contractor - ADC inspected the lorry and load prior to it departing the yard,



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Three very significant potential dropped objects were found in the forklift pockets in the shape of the presently redundant stanchion posts for the flat bed trailer.



A TOFS was called immediately and a safety conversation held with the driver who admitted to having put them there. He had always done this, even though he had heard of incidents whereby the stanchion posts had fallen off the lorry in transit.

It transpired that there was no dedicated storage for these stanchions other than the sockets in which they are used, as required.

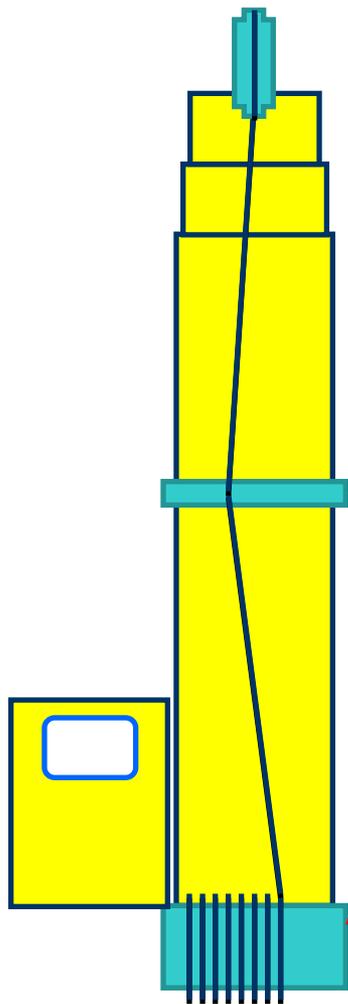


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The various forklifts and crane were maintained and operated by a third party company. The forklifts were found to be in good order and appeared to be well maintained.

The yard crane, however presented several improvement opportunities. Of greatest concern was the poor spooling on the winch drum, as a result of a severely grooved wear plate on the boom, which had apparently gone unnoticed before. It was recommended that the maintenance and frequency of checks be further reviewed.





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The control of lifting equipment was found to be very poor. Rigging loft and quarantine procedures, as is normal offshore, were not in place. There were many observations of slings, shackles and canvas strops etc., in various conditions, lying around the yard, or attached to equipment and therefore available for use.





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Several observations were noted where crates and palletised equipment were being stored on top of storage containers. The structural strength of these units, which are designed to be stacked, obviously is found within the outer frame and uprights. Roof panels are not designed to support loads and are subject to corrosion. An extreme example regarding such corrosion and wastage was found in the south yard





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ADC witnessed a container, recently returned from offshore, which was poorly loaded. Several barrels were piled up at the rear of the lube oil tanks, such that when the lube oil tanks were removed, by forklift or lift trolley, the barrels were bound to fall and collapse, this could easily have resulted in chemical or oil spillage and / or personal injury





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ADC inspected both gantry cranes by utilising a work basket secured to a forklift truck, under PTW conditions. Both gantry cranes were found to be in good condition generally

One concern noted, was the use of bulldog grips on the deadman termination of the gantry crane in warehouse 1.

The 10th edition of the International rigging and lifting handbook, recognised throughout our industry, forbids this practice and does recommend the use of an open wedge socket.



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There were several floodlights installed around the two yards. It was stated that these were maintained by a third party company as and when required and that rather than using the affixed ladder the yard crane was utilised to man-ride in a work basket.





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As stated previously each platform could be accessed by a ladder and backscratcher system which would eliminate manriding in the uncertified basket.

None of these ladders was installed with a fixed ladder system, as would be required offshore by most companies fall protection policies and procedures.

Similarly there was no secondary retention on the light fittings or CCTV cameras installed.

It was recommended that rescue plans be developed and documented.

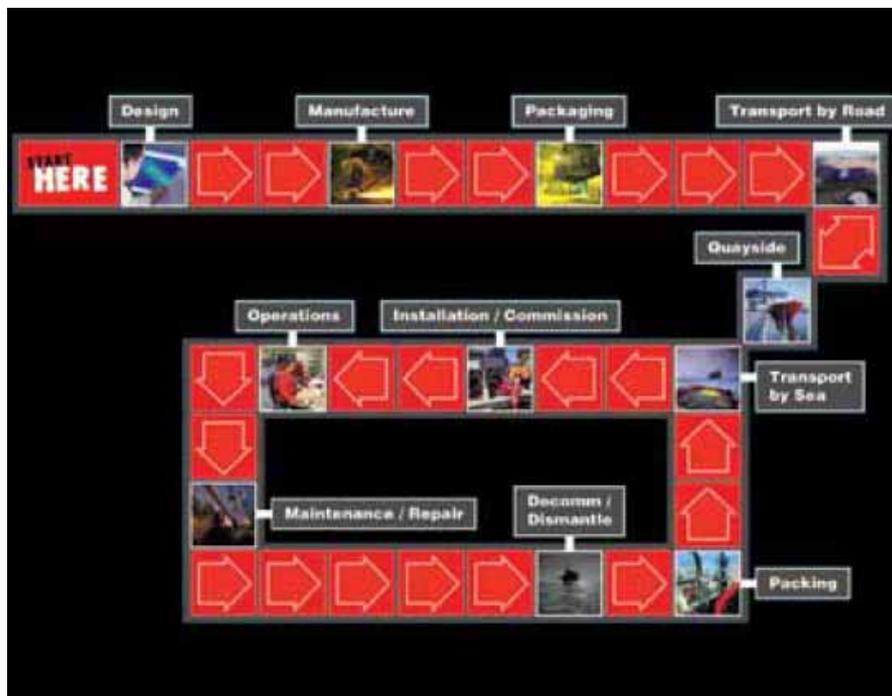




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The DROPS Forum have long since recognised the responsibilities we all have throughout the full value chain. This most certainly includes yards and warehouse facilities



The results of this particular survey suggest that we can still make improvements and tighten up in areas out with drilling masts and associated packages.