

Minutes of Meeting

Subject: Drilling Operations Incident Review Committee (DOIRC) Meeting # 24	
Date of Meeting: 24/05/2009	Time: 09:00 hrs
Venue: Giwana Ball room , Ramada Plaza Hotel	
CC: DR and Published in QP Internet website	
Date of Issue: 28/05/2009	
Ref. : 01/2009	Pages: 4 including this page.

Item	Minutes	Action
1	<p>The meeting kicked off at 9:00hrs with a safety brief and introduction of agenda.</p> <p><u>Welcome address by DR:</u></p> <p>The DOIRC meeting chairman Mr. Talib Al-Murri (QP Drilling Manager) reiterated the key objectives of the forum (i.e. incident review and knowledge sharing on industry best practices), as he declared the meeting open.</p> <p>He welcomed all especially the new attendees and thanked the long standing members for their continued commitment, noting that the E & P business is a high risk activity and the only panacea for balancing optimum productivity and profits is making HSE a top priority.</p> <p>He highlighted the ongoing well control situation at DK 133B</p> <p>He informed all that QP Drilling Department has been a centre of excellence for signature technology application and pacesetter in ISO 4001 certification and hoped to sustain the tempo. Finally, he encouraged all to contribute effectively to the meeting.</p> <p><i>List of attendees, statistics, presentations and group photo are attached.</i></p>	
2	<p><u>Previous Minutes Acceptance</u></p> <p>Participants accepted the previous minutes of meeting without any changes.</p>	
3	<p><u>DOIRC Members HSE Statistics and Highlights</u></p> <p>Members presented their HSE statistics and highlights achieved in Q4 2008 YTD.</p>	
4	<p><u>Presentations</u></p> <p>The Highlights are as follow:</p> <p>1- Qatar Gas incidents:</p> <p>Incident # 1 (Noble Kenneth Delaney – 6th February 2009) – LWC</p> <p>While picking up a newly supplied heavy “C” spanner (of 78.81Lbs) from a paint locker for an operation and transporting to the bow leg, IP sustained a back injury.</p>	

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	<p>Lateral learning: Avoid manual Handling for heavy equipments. Provide manual handling training.</p> <p>2- Shell GTL Incidents</p> <p>Incident # 2a (Noble Roger Lewis -16th March 2009) – NMS</p> <p>While drilling, noticed gas venting out of the 1” vent caps of the reservoir due to well kick, closed annular BOP, UPR and removed the 4” end caps from the reservoir. Opening the BOP line, trapped gas was released into the fluid reservoir. The overflow of the reservoir was unable to cope with the sudden rush of gas into the reservoir, resulting in deformation of the top of the fluid reservoir.</p> <p>Lateral Learning: Always ensure annular pressure seals tightly.</p> <p>Incident # 2b (Noble Roger Lewis -28th March 2009) – NMS</p> <p>While stripping trees prior to platform installation, Actuator spring was removed by backing out spring retainer plate until all tension was released. However, removing the actuator spring by backing off the spring retainer plate on UMV; the piston down-stop was released. Spring Retainer Plate (of 30Kg) ejected from tree landing 6m away from initial position. Projectile struck some scaffolding. No injury was sustained.</p> <p>Lateral Learning: Always confirm anti-rotation pin is installed prior to actuator strip down and measure to ensure Down-stop Retaining Screws are fully engaged in the stems.</p> <p>3- Total Drilling & Completion Incident</p> <p>Incident # 3 (DP 4 Platform, 10th April 2009) – RWC</p> <p>While performing slick-line operations on ALK-45 well the lubricator was picked up to remove the GS puling tool. Some wooden boards were installed and secured around the lubricator to cover the opening at the heli-deck level 4.5 meters over the well head where scaffolding was erected for slick-line personnel to work. As the lubricator was picked up, it swung and pushed aside an unsecured short wooden board approx 1meter long put across the long ones. That piece fell on the IP left shoulder resulting in slight injury.</p> <p>Lateral learning: Use tag line and half moon grating for that operation.</p> <p>4- Schlumberger Incidents</p> <p>Incident # 4 (Schlumberger yard , 10th Feb 2009) – MTC</p> <p>While loosing the lifting shackle on a container, IP’ s hand slipped from the spanner and hits on face resulting in a slight bruise.</p> <p>Lateral Learning: Always maintain proper body position for all tasks and keep focused.</p> <p>5- Noble Drilling Incident</p> <p>Incident # 5 (Noble David Tinsley, 1st Feb 2009) – MTC</p> <p>While tightening the last nut with a torque multiplier wrench, the Injured Person changed position while the torque multiplier was still under tension in order to obtain the proper leverage and the required torque. His hand slipped from the wrench and resulting in the release of stored energy in the torque multiplier now directed towards</p>	

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	<p>the IP rather than away. The wrench handle struck his left temple approximately 2 cm from his left ear, causing a small but deep cut (1 stitch)</p> <p>Lateral Learning: Consider installing a dead man handle. Always be focused.</p> <p>6- Hercules Offshore Incident</p> <p>Incident # 6a (Hercules Rig 170, 13th Nov 2008) – Fatality</p> <p>While lifting a back down buoy assembly from an anchor handler, starboard crane disengaged and fell into the ocean resulting in a fatality.</p> <p>Lateral Learning: Adherence to safe work procedure and Planned Preventive Maintenance Schedule.</p> <p>Incident # 6b (Hercules Rig 170, 1st Feb 2009) –NMS</p> <p>While operating a new port crane, noticed dead end wire protruding through headache ball. Initial inspection reveals broken pad-eye. Auxiliary line was taken out of service. Further examination shows that the pad eye appears to have been two pieces from design which was only tacked on both ends.</p> <p>Lateral Learning: Always ensure thorough crane inspection irrespective of its state (either new or old).</p> <p>7- Maersk Oil Incident</p> <p>Incident # 7 (Maersk Oil Rig, March 2009) – NMS</p> <p>While lowering the drill string, the TDS block dropped and landed the last 20 ft with the TDS on the dolly tracks stops resulting in blocks being slightly laid-over before decent was arrested.</p> <p>Lateral Learning: Brake shall be attended all times and alarm systems shall not to be overridden during repetitive operations.</p> <p>8- Gulf Drilling International Incident</p> <p>Incident # 8a (GDI-4 Rig, 24th March 2009) – Damage/Loss</p> <p>While pulling out of hole 3 ½ “ drill pipe and laying in stands, the travelling block was lowered with the elevator at about 4ft above table and suspended after racking ten (10) stands. The Driller applied parking brake which had no anti-release latch/ lock but failed to engage the main brake that had anti-release latch (lock). Whilst driller was preparing handover note in the cabin, the parking brake accidentally disengaged and the travelling block slowly descended until elevator hit the rotary table. The travelling block hook was deflected by a Derrick beam and hit the roof of the Drillers’ cabin.</p> <p>Lateral Learning: Driller shall secure the travelling block with main Brake and parking Brake.</p> <p>Incident # 7b (GDI-4 Rig, 6th March 2009) – LWC</p>	

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	<p>While attempting to remove pressure lubricator (20ft length and approx. 500kg) from the wire-line truck with a crane which was positioned at a blind spot to the crane operator and slung at the middle with a lifting single sling by chocker hitch, the load swung and in the process of preventing it the IP's left middle finger was pinched against the truck's body resulting in superficial amputation.</p> <p>Lateral Learning: Always use tag line, Involvement of all concerned parties in Toolbox talk/ pre job safety meeting.</p>	
5	<p><u>Action Items</u></p> <ul style="list-style-type: none"> - The need for timely submission of presentations materials at least two weeks before the DOIRC meeting was re-emphasised. - Informed all to send up-to-date e-mail addresses (if not enlisted on the alert distribution) to QP HSE focal point. 	All companies
6	<p><u>Any Other Business (A.O.B)</u></p> <p>1- Marine Contractors invitation to DOIRC The marine contractors were invited and in attendance as a close out of the suggested action item on the need for the former to attend the DOIRC meeting and share their challenges towards maintaining safe system of operations.</p> <p>2- Common issues in the presentations delivered include:</p> <ul style="list-style-type: none"> • Management of change – to be discussed and approved • Body positioning • More involvement of Workforce Job Safety Analysis (JSA) / Task Risk Assessment (TRA). • Safety training especially manual handling. • Lack of attention/focus <p>Enjoined all to work out ways of improving on these common areas of concern as required.</p>	Closed
7	<p><u>Wrap up</u></p> <p>The QP Drilling Manager thanked participants for fruitfull discussion and hoped that the deliberations will yield better dividend in overall HSE performance. He thanked Gulf Drilling International for sponsoring the forum.</p>	
	<p>Talib Al Murri Manager Drilling</p> <p>Unsigned copy for electronic distribution. Original signed copy is filed with QP.</p> <p><u>Attachments:</u></p> <ol style="list-style-type: none"> I. List of Attendees II. Statistics and Highlights III. Presentations. IV. Photos. 	