

# **QATARGAS 3&4 UPSTREAM SAFETY PERFORMANCE April to September 2009**

Bill Mitchell  
HSE Specialist



قطر للغاز  
QATARGAS



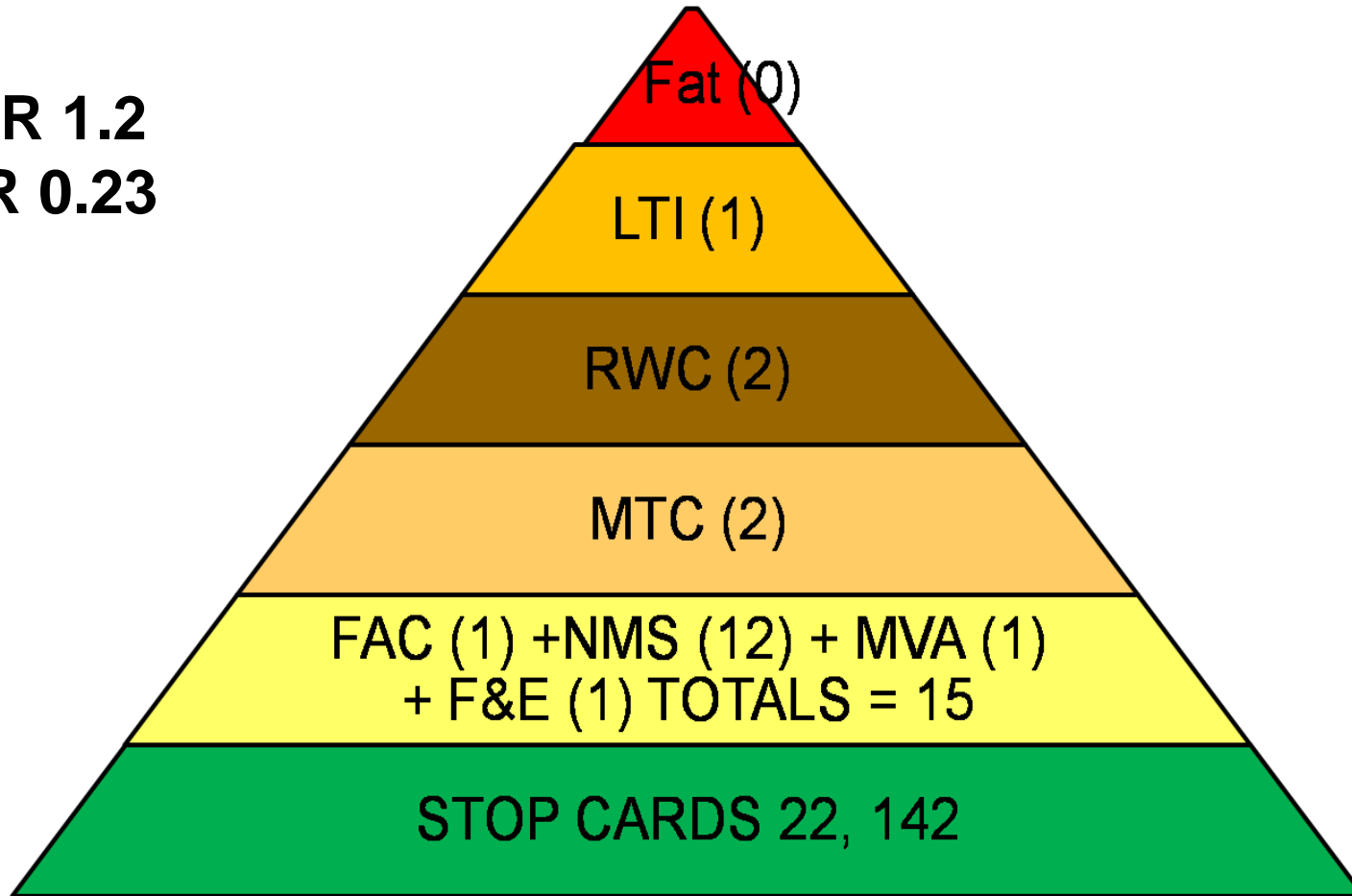
# SAFETY PERFORMANCE 2009

## QG 3&4 Upstream 2009 April – September

Man-hours	LTI	LTIR	TRI	TRIR
839 876	1	0.23	5	1.2

# QG 3&4 Safety Stats Pyramid April – Sept 2009

TRIR 1.2  
LTIR 0.23



# SAFETY PERFORMANCE 2009

## Q1 2009 April – September

Man-hours	LTI	LTIR	TRI	TRIR
839 876	1	0.23	5	1.2

### 1 Lost Time Incident

1 on the Noble Kenneth Delaney – Knee injury

### 2 Medical Treatment Cases

1 on the Halul 28 – Steam Burn to Face

1 on GDI Al Khor – Laceration to Ear

### 2 Restricted Work Cases

1 on GDI Al Khor – Sprained Ankle

1 on Noble Kenneth Delaney – Sprained Ankle.

### 12 Near Misses

2 on Noble Gene House – Supply vessel within 500metre zone during diesel burn off, Crewman working on Shaker that was not isolated.

5 on Noble Kenneth Delaney - Rags caught fire in laundry room, oil leak from crane onto rig floor, hose parted and dropped to sea, potential dropped object with cargo basket lifted with end panel missing and, high pressure “jumper hose” failure.

# SAFETY PERFORMANCE 2009

---

## **Near Misses Cont**

- 3 on GDI Al Khor – Sling parted skidding top package, Incorrect valve hose opened causing diesel spill, and, dropped scaffold pole to Rig floor,
- 1 on Big Orange 25 – Leak from suction manifold pump in Acid pump room.
- 1 at Doha Heliport – Catastrophic failure of helicopter tail boom.

## **1 First Aid Case**

- 1 on GDI Al khor – crush injury to index finger tip

## **1 Fire Alarm Activation**

- 1 on Big Orange 25 - melting of proximity switch covering in pump room during acid stimulation treatment results in smoke and fire alarm activation.

## **1 Motor Vehicle collision**

- 1 in Doha city - wall gently hit during parking of vehicle.

# LOST TIME INCIDENT

## Lost Time Incident – Noble Kenneth Delaney 19<sup>th</sup> April 2009.

While emptying stores from a wooden crate, the IP entered the crate to access stores. As he was stepping out of the crate he lost his balance and fell onto his L knee, sustaining a knee injury. The IP was sent ashore for further medical investigation and treatment and torn ligaments diagnosed.



# Medical Treatment Cases

## 1 on Halul 28 19<sup>th</sup> May 2009.

The IP (electrician) sustained a steam burn to the face whilst removing ME expansion cap. The starboard engine low water alarm sounded and the engine went into emergency shut down. After cooling for 30 minutes, the engine expansion cap was opened. Complete PPE was worn. As the IP pushed down to overcome the pressure of the cap spring, his head was placed above the cap. As the cap was turned, water and steam released and contacted the IP's areas of exposed skin (nose and cheeks). Initial first aid and treatment given by Medical Officer on board ship.

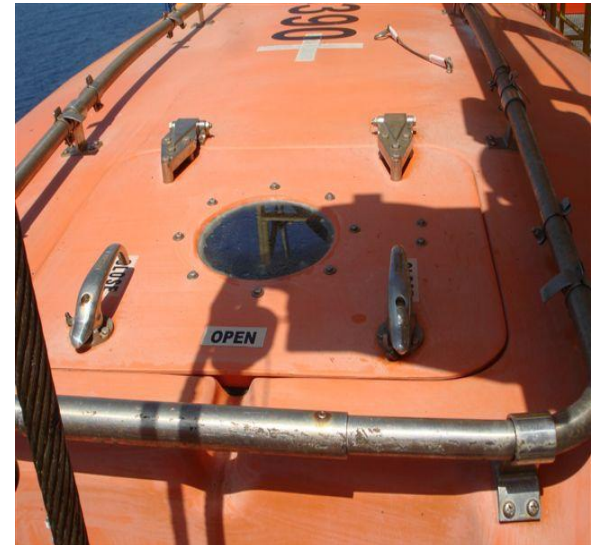
Position of  
IP While  
Standing on  
Fire Pump



# Medical Treatment Cases

## 1 on GDI Al Khor -28<sup>TH</sup> Sept 2009.

Injury occurred during quarterly Sea Trials as the IP attempted to check that the forward hook had been released from the life boat after the on board release switch had been activated. As the IP looked out from the life boats forward hatch he attempted to push away the hook which was obstructing the life boats trajectory. However, due to opposing forces from the forward moving life boat and the pennant hook coming back, the masterlink twisted and came back, striking the IP and lacerating his ear. The IP immediately sought treatment from the Rigs Medical Officer who sutured and dressed the laceration and prescribed pharmacological treatment.



# Restricted Work Cases

## 1 on GDI Al Khor, 21<sup>st</sup> Sept 2009

Incident occurred as the IP was traversing a step over grating on the main deck of the rig. The IP was carrying 3 shackles that he had removed from a half height container to his work site. He walked along a step over placed on the deck the previous day, which was resting on a section of 6 inch hard line. Whilst traversing the step over, the IP rolled his ankle ( no obvious cause), counterbalanced himself and continued to work. The next morning the IP sought first aid treatment from the Rig medic, was diagnosed with a sprained ankle and advised to return to work on restricted duties for that days shift only.



# Restricted Work Cases Cont

## 1 on Noble Kenneth Delaney 26<sup>th</sup> Sept 2009

Incident occurred as IP was crossing from the port to the starboard side of the Cantilever top deck as well commissioner tubulars were being transferred to the rig floor by crane. The IP stepped on tag lines lying on the deck, which were attached to slings in preparation for lifting by crane. The stumbled and was immediately treated by the Rig medic for a sprained ankle. The IP was sent ashore for evaluation and returned on light duties.



***Thank You***

Bill Mitchell  
HSE Lead