



DB-1 RECOMMENDED PRACTICE
(361) 884-9351 • CORPUS CHRISTI, TEXAS

Recommended Practice for the DB-1 DERRICK- MAN RIDING BASKET

Purpose

This recommended practice is intended to assist all offshore employers in the development of safe work practices relative to the task of utilizing the DB-1 Derrick Basket. This recommended practice addresses the requirements promulgated by industry and refined for the use of the unit. Each employer is encouraged to follow these recommendations.

Scope

This recommended practice is intended for those working in a drilling operation that employs the use of the BPC DB-1 derrick-man Riding Basket. The elements of this recommended practice should be applied as appropriate with due consideration made for any additional special hazards identified by the employer as a result of a thorough Job Hazard Analysis (JHA).

Responsibilities

It is the responsibility of the employer to ensure this recommended practice is applied appropriately within their organizations. Management of personnel safety should be an integral component of the employer's existing Safety and Environmental Management Plan. (SEMP)

Definitions

Qualified Person - A person designated by the employer who has the experience and formalized training to safely operate the crane, rigging, and associated lifting devices assigned at the work location.

Qualified Inspector - A person so designated by the employer who by reason of appropriate experience and training, in addition to meeting the requirements of a qualified person, has attended formal training

in inspection, maintenance, and troubleshooting of cranes, rigging, and lifting devices.

Case for Action

Derrick Man Riding is considered potentially hazardous. Due to the amount of derrick-men working at height in the drilling industry, a man riding system that incorporates additional safety features will enhance the overall safety and efficiency of derrick riding activities. Through the proper use of the DB-1, not only will personnel have outer protection but will also make use of secondary fall protection thus creating a substantial improvement over traditional derrick riding systems such as boatswains chairs or man riding slings.



Safety System Elements

The following are considered to be key elements of an effective safety system for management of derrick-man riding.

ELEMENT 1: Minimum Training Requirements

An on-site competency based orientation & JSA on the safe use of the DB-1 Derrick Basket should be administered by a qualified person before employees are lifted into the derrick. At a minimum the following elements should be included in this orientation:

- Safe loading & unloading procedures including proper donning of body harness, and the attachment of the retractable lifeline

- Tugger actions, movements, and all hand signals should be reviewed
- Possible pinch points, and personal stability traits of the basket
- Personnel protective equipment requirements and tools needed for the respective job
- Exceptions or anomalies to any of the above

In addition to the above training elements, the qualified person should ascertain whether the person is feeling ill, or has any anxiety regarding this activity.

ELEMENT 2: Inspection Procedures

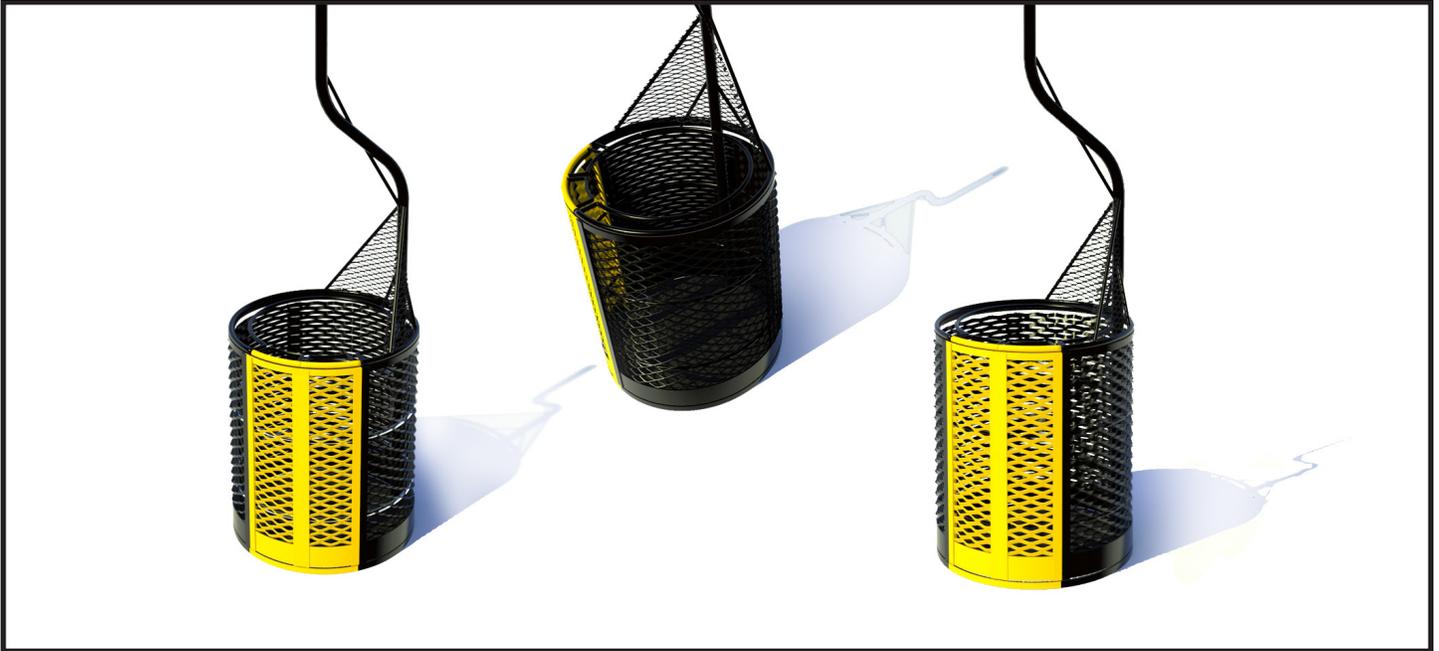
All inspections should be performed by a qualified person and should always incorporate a pre-use inspection. This inspection should pay close attention to all load bearing parts of the DB-1 as well as the nylon web safety sling attached to the lifting arm. Proper inspection protocol for nylon web sling is included with this RP.

ELEMENT 3: Operational/Administrative Practices

The following minimum lifting practices are recommended for all DB-1 Derrick Baskets.

- A pre-use inspection should be conducted prior to any personnel carrier lift.
- Tuggers assigned to personnel lifting duties should be suitable for this purpose.
- Operators assigned to personnel lifting duties should be certified and competent to perform this task.
- DB-1 Derrick Baskets should not be used as a general workbasket. BPC has general purpose workbaskets available and they can be found on www.billypugh.com
- DB-1 should be legibly affixed with warning labels included by the manufacturer. If labels are missing or covered over, BPC should be contacted so that new labels can be supplied and affixed.
- DB-1 is designed to carry one rider as well as the hand tools for the job requirement. Make sure all tools are secured during the lift and tethered while performing the job.
- DB-1 should not be utilized in weather, wind, or conditions that the qualified person or rider considers to be unsafe.
- Before any attempt is made to lift personnel with this basket, clear instructions should be given to all persons involved.
- All personnel riding on a DB-1 should wear an approved full body harness attached to a certified retractable lifeline designed for this purpose
- All personnel riding the DB-1 should stand on the inside of the basket and grasp the inner railing. This will keep hands away from pinch points.
- If tugger operator's view of the derrick man is obstructed, the DB-1 should not be moved until alternative communication or signal devices are established.
- Upon completion of the job the derrick-man and basket should be gently lowered to the deck. The derrick man should have knees bent just prior to landing to absorb any residual landing shock.
- The tugger operator may refuse to lift any person who does not comply with his instructions.

The DB-1 Derrick basket is designed to create a safer workplace by taking many of the risks out of derrick riding activity. If you have any questions, feel free to contact Billy Pugh Co. at bpc@billypugh.com



Pre-use Inspection for DB-1 Derrick Basket

- Check all load bearing welds for damage, cracks, excessive wear or any distortion. If any are present, take the basket out of service.
- Check the curved lifting pipe. Pay particular attention to the areas near welds and especially the curved areas for any cracks or distortion.
- Check the doors to make sure they open and close properly and that the latch fully engages when the door is closed.
- Inspect the welds on the entire unit paying particular attention not only to the lifting pipe but the floor and sidewall welds where the unit is braced.
- Check the area at the top of the DB-1 where the shackle attaches to make sure the hole there is in round and does not show excessive wear (i.e. hole has become oval or the metal is gouged).
- Have regular inspections (6 month to maximum 1 year) done by outside (third party) companies familiar with lifting gear regulations and operation. Be consistent with lifting standards in your area of operation.
- Fully inspect the nylon safety sling before use and make sure it is attached properly. A visual inspection should be performed before each use and the sling should be replaced at intervals consistent with the sling regulations and lifting standards in the area where you operate. Nylon Sling inspection recommendations can be found at the bottom of this document.

This Derrick basket is designed to be used with secondary fall protection-see DVD <http://store.billypugh.com/proddetail.asp?prod=DB%2D1> and Recommended Practice for DB-1 for operational procedures.

Be careful to note that the DB-1 is made from aluminum. The reason for the use of this material is so that the DB-1 will be light and maneuverable. It does also mean that these baskets can be damaged easier

than if they were made of steel. Do not use this basket if it shows excessive wear or if it is accidentally hung up and stressed beyond its normal working loads. Never overload the basket past SWL limits. Visual inspection shall be conducted by designated personnel. Frequency of inspection should be prior to each use.

POSSIBLE NYLON SLING DEFECTS

- A. A sling shall be removed from service if any defects such as the following are visible:
- B. Acid or alkali burns.
- C. Melting, charring or weld spatter of any part of the sling.
- D. Holes, tears, cuts, snags or embedded particles.
- E. Broken or worn stitching in load-bearing splices.
- F. Excessive abrasive wear.
- G. Knots in any part of the sling.
- H. Distorted, excessively pitted, corroded, or broken fittings.
- I. Other defects which cause doubt as to the strength of the sling.

INSPECTION RECORDS

Written inspection records, utilizing the identification for each sling as established by the user, should be kept on file for all slings. These records should show a description of the new sling and its condition on each subsequent inspection.

REPAIR OF WEB SLINGS

Slings shall be repaired only by a sling manufacturer. When repaired by other than the original manufacturer, the sling shall be permanently marked to identify the repair agent. All repaired slings shall be proof tested to two (2) times its newly assigned rated capacity before being put back into service. Certification of proof test should be provided. Temporary repairs of either Webbing, fittings or stitching shall not be permitted.

For further Nylon Sling inspection information refer to http://www.kwrs.com/safety/web_slings_effects_wear_and_abuse.shtm

