Billy Pugh Company

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X-800 RECOMMENDED PRACTICE AND INSPECTION

X-800 Series Personnel Transfer Net · BPC-RP-X800

TIER 2 · RECOMMENDED PRACTICE · GOVERNING DOCUMENT

Document no.	BPC-RP-X800	**Revision**	Rev. 0
Issue date	29-OCT-2026	**Status**	Controlled document
Document owner	Quality & Safety Coordinator	**Approved by**	Chief Operating Officer

This is the governing document for the use, inspection and replacement of the X-800 Series Personnel Transfer Net. Where any other Billy Pugh document about the X-800 differs from this one, this one governs.



1. INTRODUCTION

1.1 Purpose

This recommended practice helps offshore employers develop safe work practices for transferring personnel to and from offshore facilities with a Billy Pugh X-800 Series Personnel Transfer Net, and states what Billy Pugh Company recommends for its inspection and replacement.

1.2 Scope

It applies to employers in the marine and offshore environment who transfer their workforce with an X-800. Apply it as appropriate, with due consideration for any additional hazards the employer identifies in a thorough job safety analysis (JSA) or job hazard analysis (JHA).

1.3 Responsibilities

The offshore employer is responsible for applying this recommended practice within its organization. Personnel transfer safety should be part of the employer's safety management system (SMS). Employers are encouraged to follow these recommendations and to supplement them with additional practices, equipment or controls suited to their operations, and to adopt procedures that meet or exceed them.

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2. ACRONYMS, DEFINITIONS AND REFERENCES

2.1 Acronyms

Acronym	Meaning
API	American Petroleum Institute
IMCA	International Marine Contractors Association
JSA / JHA	Job safety analysis / job hazard analysis
OCIMF	Oil Companies International Marine Forum
PFD	Personal flotation device
PTD	Personnel transfer device
SMS	Safety management system
WLL	Working load limit

2.2 Definitions

In Service Date. The date the X-800 is unwrapped. Record it on the X-800 certificate and on the serial number tag, which is attached to the sheathing around the ropes just below the Crosby ring at the top of the net. The In Service Date is the date from which the net is aged for inspection and replacement. If no In Service Date was recorded, use the first of the following that is known: (a) the date the customer received the goods from its forwarding agent; (b) the distributor's invoice or delivery order date to the customer; (c) the customer's purchase order date to the distributor; (d) the date the distributor received the net from Billy Pugh Company; (e) the date of manufacture.

Operator. The person who uses the X-800 for a transfer, designated by the employer, and who carries out the pre-use check.

Qualified Person. A person designated by the employer who, by experience and formal training, is competent to operate and inspect the crane, rigging and lifting devices at the work location. The Qualified Person carries out the three-month inspection.

Rigging. The load lines, master links, safety sling and hardware that attach the X-800 to the crane hook or block.

2.3 Third-party approval

The X-800 Series does not currently hold American Bureau of Shipping type approval. Where an operator, flag state or contract requires a type approved personnel transfer device, use a device that holds that approval. Within the Billy Pugh range, the X-904-4, X-904-6 and X-904-8 hold ABS Type Approval; see BPC-RP-X904.

2.4 References

- API RP 2D, Operation and Maintenance of Offshore Cranes.
- IMCA SEL 08/01, Transfer of Personnel by Basket on the UK Continental Shelf.
- IMCA, Task Risk Assessment Study 8/2000.
- OCIMF, Transfer of Personnel by Crane Between Vessels.
- BPC-GUI-PTW, Offshore Weather Conditions for Personnel Transfer.
- BPC-SPC-PTL, Tangle Resistant Tag Lines.
- BPC-GUI-ROPE, Suggested Rope Use and Care.
- BPC-PRO-REG, Product Registration Procedure.

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- X-800 general arrangement drawing X800-100.

3. PRODUCT

3.1 Description

The X-800 is the original Billy Pugh collapsible personnel transfer net. Riders stand on the outer rim of the bottom platform, inside the sidewall netting, which lets them step off and away quickly when the net lands. It needs a small footprint on deck and collapses for storage.

3.2 Models

Model	Description	Dimensions	Weight
X-870-4	4 person net	72" x 72" x 16"	256 lbs
X-871-4	4 person net, recommended for rough seas	72" x 72" x 16"	270 lbs
X-816-4	4 person net with 13 ft load line	72" x 72" x 16"	240 lbs
X-840-4	4 person net with 60" bottom ring	60" x 60" x 16"	245 lbs
X-871-6	6 person net	84" x 84" x 16"	350 lbs
X-871-8	8 person net	94" x 94" x 18"	400 lbs
X-871-10	10 person net	94" x 94" x 22"	500 lbs
X-871-12	12 person net	126" x 126" x 22"	580 lbs

Options: A, an added air cushion for a softer landing; D/C, a double cable safety load line. The number of riders in the model designation is the maximum. Never exceed it.

3.3 Stabilizer





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The stabilizer is the rubber "bungee" in a fabric cover, attached above the four-part sling next to the load line. It helps the crane operator keep the rigging in position when slacking off. Inside the cover there is also a safety load line, made slightly longer than the wire rope load line, which backs up the main load line if it separates or fails. It carries no load on a normal lift. The cover protects it from ultraviolet light.

If the stabilizer is twisted around the load line, remove the twists before the next lift. A lift made with the load line wrapped around the stabilizer can break or damage the rubber inside. The rubber carries no load, so this is not a safety issue in itself, but the stabilizer will not do its job.

3.4 Tag line



Every X-800 ships with a PTL-1 tangle resistant tag line, 15 ft long, with a 1/2" safety shackle. Attach it to either of the two deck lashing points on the bottom platform. The tag line is horizontally wrapped rope dipped in polyurethane, which resists wrapping and catching on pinch points, gives a non-slip grip wet or dry, and resists ultraviolet degradation. See BPC-SPC-PTL.

4. RECOMMENDED PRACTICES

4.1 General

Personnel transfers with the X-800 should be carried out under strict controls. At minimum, carry out a JSA or JHA before the task. Establish communication, by radio or hand signals, between the crane operator and the banksman or signalman before the transfer and keep it throughout. All equipment used for the transfer should have current certification and be checked before each use (section 5.2).

4.2 Practices

- Any offshore facility that transfers personnel with a PTD should have a written procedure for it.
- Carry out a pre-use check before every transfer.
- Cranes used for personnel transfer should be suitable for that duty under the operator's crane standard (for example API RP 2D). Crane operators assigned to personnel lifting should be certified and competent for it.
- Fit a tangle resistant tag line to every PTD.
- Crane hooks used for personnel transfer must have a locking latch.
- Use only devices designed for personnel transfer. Do not use the X-800 as a work basket or a cargo net.
- The PTD should be legibly marked with the maximum number of riders.
- Do not carry luggage in the center of the bottom platform. It slows disembarking, delays riders in reaching a safe area, and invites back injury from leaning over to lift bags, especially in rough seas.
- Do not use the PTD in weather, wind or sea conditions the Qualified Person considers unsafe. See BPC-GUI-PTW.
- Before any lift, give clear instructions to everyone involved.
- Do not transfer a person suffering from acute seasickness or vertigo on the X-800. If the transfer is necessary, use a device and method suitable for a stretcher transfer, with a qualified escort.

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- Any individual has the right to refuse a transfer.
- Every rider should wear an approved life vest or life preserver. An approved Type I illuminated PFD may be required at night, in rough seas or in bad weather, depending on the operator's or contractor's policy.
- Riders stand on the outer rim, evenly spaced, each next to a sidewall opening in the netting and facing inward, with forearms interlocked on the inside of the sidewall netting and knees slightly bent throughout the transfer, and especially on landing.
- If the crane operator's view of the primary signalman is obstructed, do not move the PTD until alternative communication or signals are in place.
- Mark a primary landing zone in a safe area, as determined by the JSA or JHA, at least twice the diameter of the PTD.
- Lift the PTD only high enough to clear obstructions, then lower it gently to the landing area.
- Raise or lower a loaded PTD only over the water, never over a vessel or a hard surface.
- The crane operator may refuse to lift anyone who does not follow the operator's instructions.
- Provide an experienced escort for persons who are not confident riding a PTD. Injured or unconfident persons may ride seated on the inside of the PTD, with a qualified escort.

5. INSPECTION

5.1 Inspection intervals

Inspection	When	By	Record
Pre-use check	Before each use	Operator	Optional (Appendix A)
Three-month inspection	Every 3 months from the In Service Date	Qualified Person	Required (Appendix B)
Replacement	Section 6	Owner	Notify Billy Pugh Company

Remember. When inspecting any safety equipment, err on the side of caution. The cost of a new personnel transfer net is very small compared with the consequences of putting a damaged one into service.

5.2 Pre-use check

Carried out by the Operator before every use. Disassembly is not required unless the check finds a possible problem. Look for abrasion, cuts, cracks, ultraviolet degradation and chemical attack.

1. General damage: check every part of the net for damage or defects.
2. Safety load line: check the safety load lines, master links, safety sling and hardware.
3. Stabilizer: check the fabric covered stabilizer for tears or excessive wear, and that it is not wrapped around the load line. Look for crimps, broken wires, excessive wear or rust. If any is found, take the net out of service and replace the stabilizer.
4. Crane hook positive locking device: check its function and condition.
5. Rigging lines, upper and lower platforms, cushion ring: check the sidewall rigging, all load bearing areas of the upper and lower platforms, and the cushion ring for excessive wear or damage.
6. Tag line: check the tangle resistant tag line is properly attached.

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If any load bearing part of the X-800 is worn or defective in any way, take it out of service immediately.

5.3 Three-month inspection

Carried out by a Qualified Person every three months from the In Service Date, and always including the pre-use check. Disassembly is not required unless the inspection finds a possible problem. Record it on the form in Appendix B.

1. General damage: check every part of the net for damage or defects.
2. Top and bottom lifting rings: check for excessive wear, cracks or corrosion.
3. Safety load lines and crane hook: check the safety load lines where they attach to the crane hook, and the hook's positive locking device for function and condition. Pinch the rope fibers; if fibers pull out, remove the net from service.
4. Sidewall rigging: check the rigging line splices, top and bottom, for wear, ultraviolet degradation (blistering, discoloration, cracking) and unraveling. Every synthetic rope splice should have at least three tucks.
5. Stabilizer and safety load line: check the unit, including its outer protective cover, for damage. A damaged stabilizer can be ordered and replaced offshore.
6. Bottom platform ring and rubber feet: check the ring for deterioration, cracks or distortion, and the rubber feet for deterioration, damage or missing feet.
7. Top and bottom outer flotation covers: check for damage.
8. Top and bottom flotation batts: check the closed cell foam for deterioration or damage.
9. Top and bottom pneumatic cushion hoses, if fitted: check for deterioration or damage.
10. Non-OEM components or modifications: check for modifications or components not supplied by Billy Pugh Company. Remove non-OEM components.

5.4 Registration

Register the net when it is unwrapped, at bpc.myfleet360.net/registrations (BPC-PRO-REG). A distributor may register on the end user's behalf, but the registration must record the end user and where the net is in service. An unregistered net cannot be reached if a safety notice is ever issued.

6. SERVICE LIFE

The X-800 is a fiber rope and foam device, and it ages with use, sunlight and weather. Billy Pugh Company recommends replacing it:

- every year, when it is used daily, such as on a jack-up drilling rig;
- every two years, on production platforms and other applications where it is used less often.

Both periods run from the In Service Date. They are maximums for a net in good condition: how the net is cared for and stored when not in use will shorten them, and a net that fails an inspection is taken out of service whatever its age. Do not keep an X-800 in service more than two years from its In Service Date.

7. UNPACKING AND STORAGE

7.1 Contents

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Each X-800 ships fully assembled, with:

- the stabilizer sling;
- a PTL-1 15 ft tag line with 1/2" safety shackle;
- the manufacturer's certificate;
- this recommended practice, including the pre-use and three-month inspection forms.

7.2 Unpacking

1. Carefully untie or cut the rope that secures the shipping basket.
2. Remove all items from the shipping basket and check that everything in section 7.1 is present.
3. Record the In Service Date on the certificate and the serial number tag, and register the net (section 5.4).

7.3 Storage

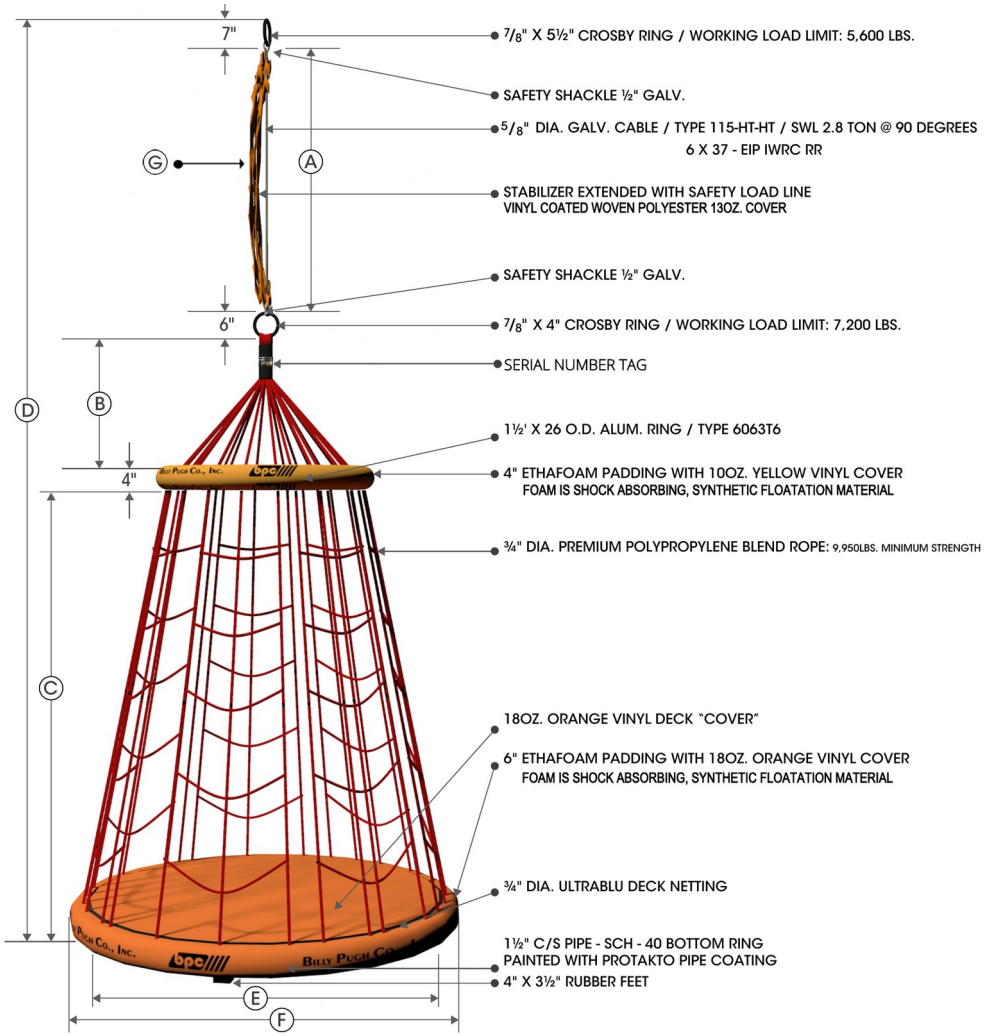
Protect the X-800 from sunlight and weather when it is not in use for extended periods. Store it indoors and out of direct sunlight where possible. Billy Pugh offers a vinyl storage cover for the X-816 through the X-871-12, and the PNB-1 all-weather storage box for the X-871-4 through the X-871-12.





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8. SPECIFICATIONS



8.1 Construction

Component	Specification
Top ring	7/8" x 5-1/2" Crosby ring, WLL 5,600 lbs
Load line	5/8" galvanized wire rope, 6 x 37 EIP IWRC RR, type 115-HT-HT, SWL 2.8 ton at 90 degrees, with 1/2" galvanized safety shackles
Stabilizer	Extended stabilizer with safety load line, vinyl coated woven polyester 13 oz cover
Bearing ring	7/8" x 4" Crosby ring, WLL 7,200 lbs, with serial number tag
Upper ring	1-1/2" x 26" OD aluminum ring, 6063-T6, with 4" Ethafoam padding in a 10 oz yellow vinyl cover
Sidewall rigging	3/4" premium polypropylene blend rope, 9,950 lbs minimum strength
Deck	3/4" UltraBlu deck netting with 18 oz orange vinyl deck cover
Bottom ring	1-1/2" carbon steel schedule 40 pipe, painted with Protakto pipe coating, with 6" Ethafoam padding in an 18 oz orange vinyl cover
Feet	4" x 3-1/2" rubber feet

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Component	Specification
X-871-10 and -12	Pick-up: 1-1/4" x 5-1/2" x 9-1/2" oblong ring (ID). Bearing lines: 7/8" x 5-1/2" O-ring (ID). Safety shackles: 5/8" galvanized, two at the stabilizer connection

8.2 Dimensions

Letters refer to the drawing above.

	X-871-4	X-870-4	X-816-4	X-840-4
A	22'	18'	13'	18'
B	2'6"	2'6"	2'6"	2'6"
C	9'	9'	9'	9'
D	34'5"	30'5"	25'	30'5"
E	60"	60"	60"	48"
F	72"	72"	72"	60"
G	11'	9'	7'7"	9'

	X-871-6	X-871-8	X-871-10	X-871-12
A	22'	22'	22'	22'
B	3'	3'	3'	3'
C	9'	9'	9'	9'
D	35'2"	35'2"	35'2"	36'
E	72"	81.5"	81.5"	108"
F	84"	93.5"	93.5"	120"
G	11'	11'	11'	11'

9. APPENDIX A: PRE-USE CHECKLIST

Optional record of the pre-use check in section 5.2. Copy as needed.

Record	Entry
Model and serial number	
In Service Date	
Date	
Checked by	
Signature	

No.	Item	Pass	Fail
1	General damage		
2	Safety load line		
3	Stabilizer (not wrapped around the load line)		
4	Crane hook positive locking device		
5	Rigging lines, upper and lower platforms, cushion ring		
6	Tag line		

Notes

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Notes

10. APPENDIX B: THREE-MONTH INSPECTION FORM

Required record of the three-month inspection in section 5.3. Copy as needed and keep with the net's certificate.

Record	Entry
Model and serial number	
In Service Date	
Inspection date	
Replacement due (section 6)	
Inspected by (Qualified Person)	
Signature	

No.	Item	Pass	Fail
1	General damage		
2	Top and bottom lifting rings		
3	Safety load lines and crane hook		
4	Sidewall rigging		
5	Stabilizer and safety load line		
6	Bottom platform ring and rubber feet		
7	Top and bottom outer flotation covers		
8	Top and bottom flotation batts		
9	Top and bottom pneumatic cushion hoses (if fitted)		
10	Non-OEM components or modifications		

Notes

11. REVISION HISTORY

Rev.	Date	Description of change	Issued by
0a	28-JAN-2025	Draft. Not issued under a controlled number.	Billy Pugh Company
0	29-OCT-2026	First controlled issue. Replaces the uncontrolled "X-800 Recommended Practice" and "X-800 Inspections" published on billypugh.com, withdrawn October 28th, 2026. Roles aligned with BPC-RP-X904: the pre-use check is the Operator's and the three-month inspection the Qualified Person's; "Qualified Inspector" removed. The ABS type approval section, the ASME B30.23 design statement, the "millions of transfers" and company history text, the training flash drive and video reference, the API conformance statement for the tag line length, the stabilizer safety line tensile figure and the push-pull tag line text removed; third-party approval stated as not currently held. Weather appendix replaced by BPC-GUI-PTW;	R. Siqueira, CEO

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Rev.	Date	Description of change	Issued by
		the X-904 stretcher appendix removed and the seasickness practice reworded accordingly. Replacement guidance carried over from the draft and limited to two years from the In Service Date. Registration added. Storage accessories corrected to the 800 Series cover and PNB-1 box; specifications and dimensions added from the X-800 specification sheet.	

12. APPROVAL

	Name and title	Signature	Date
Prepared by	Rodrigo Siqueira, Chief Executive Officer		29-OCT-2026
Approved by	Ray Coleman, Chief Operating Officer		