

OPS0055 Rev. 4.0 Communication Roll Out - Overview

Communication Session Agenda

- Introduction
- Overview for the session
 - Controlled document
 - Q&A module
 - Implementation dates
- Background for major changes
 - Masterlinks
 - Designated Signal Person
- Review changes
- Q&A as time allows
- Close-out

OPS0055 Rev. 4.0 Communication Roll Out - Overview

- Document Number/Title:

OPS0055 Lifting and Hoisting

- Approval Date: June 30, 2015
- Implementation Date: August 1, 2015
- Resources:
 - Document Custodian: Jim McClellon
 - Document Owner: David Breitkreuz
- Applies to all of UAD-GOM
- Replaces: OPS0055 Rev. 3.2.
- This document is available from the [UA Deep Water document home page](#).

Major Changes, Masterlinks

3.3 Rigging Hardware

3.3.1 Masterlinks

Masterlinks must be drop-forged (preferred on sizes up to 2 1/4") or welded and built to ASME B30. 26 and only from the following Shell-accepted manufacturers (see note; list subject to change):

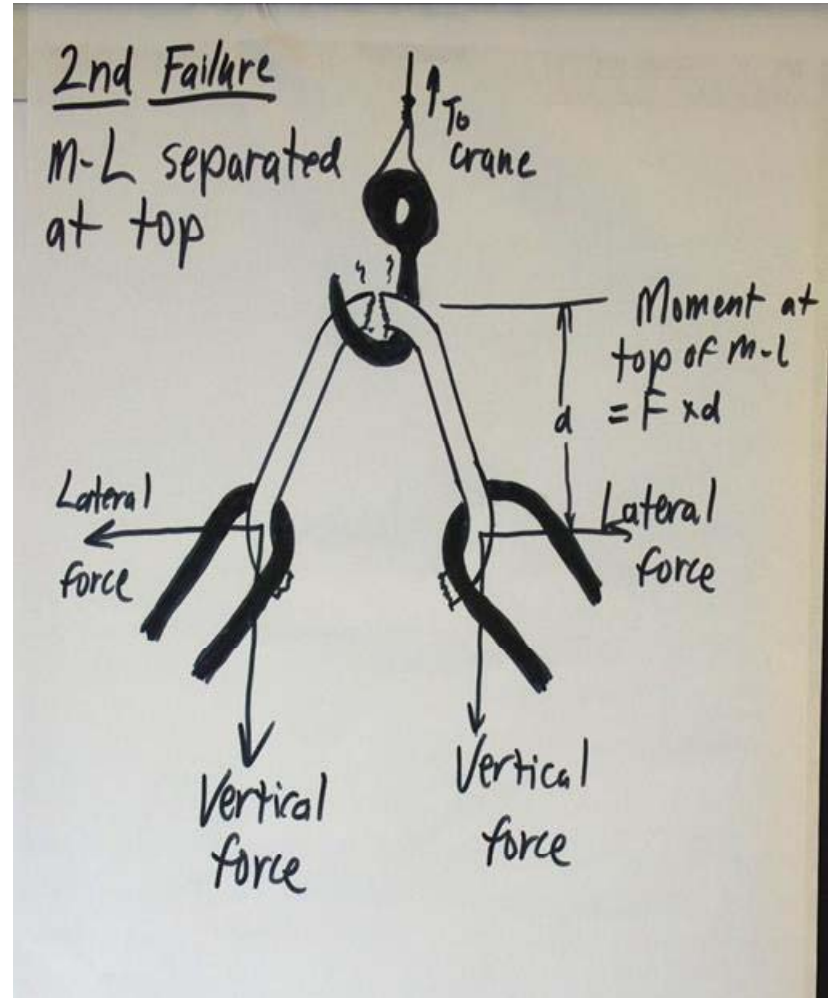
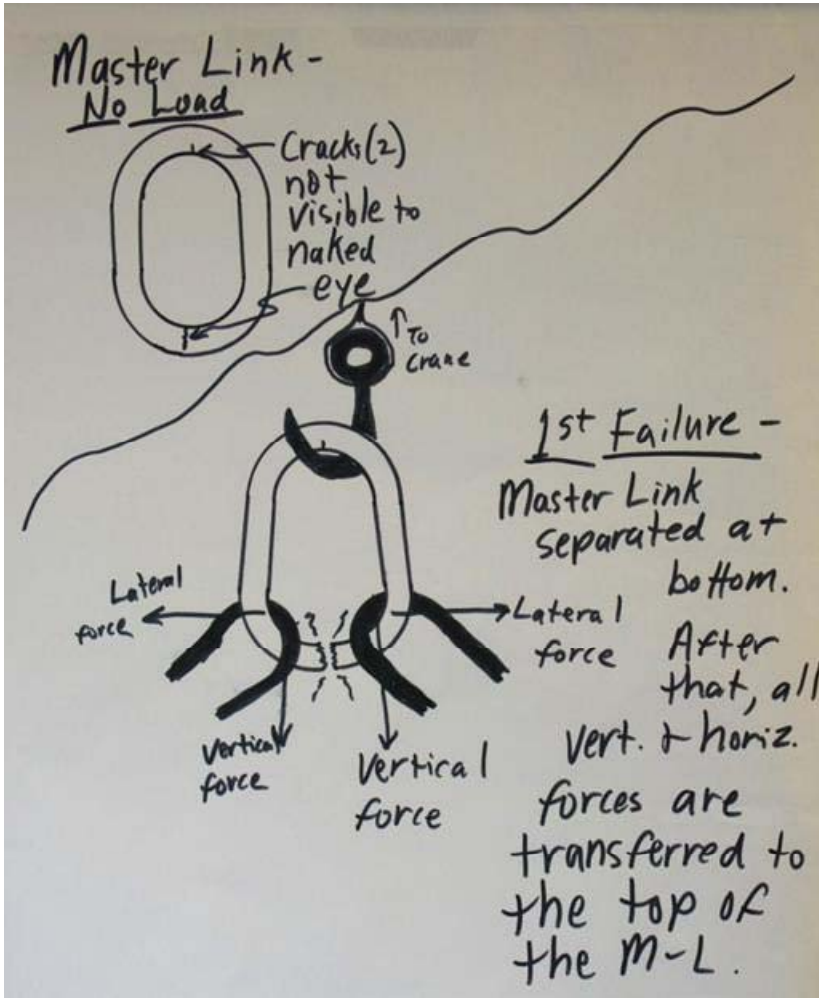
1. The Crosby Group for all Crosby models of masterlinks and sub-master link assemblies in sizes of 7/8" through 5". Crosby master and sub-master assemblies smaller than 7/8" will follow direction below.
2. Skookum brand Master and Sub-masterlink assemblies. All sizes.

NOTE: In 2016 all sling master and sub-masterlink assemblies shall:

- Be from a Shell-accepted manufacturer as listed above or
- Provide tagging and documentation of NDE from a 3rd party inspection agency qualified to ASNT level 2 or equivalent.

After 2016 all sling master and sub-masterlink assemblies shall be from a Shell-accepted manufacturer as listed above.

Masterlink Investigation



RECENT INCIDENT AT AUGER



4.4 DSP Requirements

All riggers attending the Offshore Pedestal Crane Rigging training will be required to:

- Fill out a history profile for experience level
- Be given a no-prep written test to validate this level
- Be assessed by instructor for experience level and qualifications for DSP endorsement
- Be given an endorsement (OR NOT) for DSP subject to written and hands-on tests specific to DSP

NOTE: Any current rigger to be used as DSP who does not have a DSP endorsement must attend a DSP Competence Assessment at SRTCC. Short Service Employees as defined by the UA Contractor Management HSSE Management System cannot act as DSPs.

The compliance date for this requirement is 12/31/2015.

Key Changes and Clarifications

General Changes

- Updated the following API RP2A section references throughout the document suite:
 - Section ~~2.4.2e~~ 5.4.2.3 Dynamic Load Factors, and Section ~~2.4.2d~~ 5.4.2.4 Allowable Stresses
- Made the following replacements:
 - Replaced "Ensure" with "Verify".
 - Replaced "Rig Superintendent" with "Well Operations Team Lead"
 - Replaced "Wells Delivery Manager" with "Well Operations Manager"

OPS0055-PR01 Design Requirements

- Removed the following from the reference to API RP 2D (~~5.2.4b~~)
- Made the following change to Section 3.1.3:
 - have a positive locking latch (e.g. Crosby PL latch) when used for personnel transfer.
- Rewrote section 3.3.1 to include requirement for using Shell-accepted manufacturers and 12/31/2015 and 12/31/2016 date specificities for requirements (see note in comments for PR03 Section 4.1.4).
- Added the following text to Section 4.1.7 Tote Tanks:
 - ALL VALVE CAPS, PLUGS AND OTHER ANCILLIARY DEVICES FOR ANY TANK SHALL BE TETHERED.

Key Changes and Clarifications

OPS0055-PR02 Operational Requirements

- Added the following bullets to Section 2.1.4 Lift Sponsor:
 - Verify that the number of riggers needed for each lift has been adequately planned. (Blind lifts will always require a minimum of 2 riggers and a DSP. Other lift types may require more or fewer riggers due to lift complexities.)
 - Verify that all “new type” or “not previously performed” lift plans are loaded into the OPS0055 Lift Plan repository.
- Added the following to the last note bullet in Section 2.2.2 Personnel Being Lifted:

Blind personnel lifts require concurrence between the Ultimate Work Authority (per SEMS) and the Operations Manager or Well Operation Team Lead.
- Added the following text to Section 3.2.1 Prior to Starting the Crane:

NOTE: DURING BYPASSING OF HAKO FOR CRITICAL LIFTS. AT NO TIME WILL THE BOOM BE ALLOWED TO TOUCH OR COMPRESS BACKSTOPS.

 - ~~Appoint riggers to act as load handler and a DSP.~~ Verify that the DSP and correct number of riggers per the lift plan are in place.
 - Verify that the DSP has Qualification endorsement on rigger certificate
 - Verify that all areas of the lift fly zones are barricaded to keep unauthorized personnel out of lift areas

Key Changes and Clarifications, Continued

OPS0055-PR02 Operational Requirements (continued)

- Added the following to Section 3.2.2 Load Handling:
 - ~~ensure~~ verify that all slings are positively attached to loads with a screw pin or anchor bolt type of shackle,
 - verify that items within containers are secure and not overflowing or interfere with center of gravities
 - verify nothing is left on top or around un-secured on a load that would create a dropped object
 - hoist loads directly over the deck of the boat to and from the platform, unless absolutely necessary to do so due to crane capacity or other circumstances.
 - Allow any part of the crane structure, wire, blocks, rigging or load to come in contact or rub against any structure.
 - hoist or park a load in proximity of exhaust fumes

- Deleted the following from Section 3.2.2 Load Handling:

~~NOTE: Routine lifts may be conducted on two-man platforms using a qualified crane operator and DSP. The DSP may not perform rigger duties and DSP duties simultaneously.~~

- Added the following to Section 3.2.3 Shutting Down Lifting Operations:
 - land any attached load, with the exception of supporting wireline lubricators while on wellheads during wireline operations.

Key Changes and Clarifications, Continued

OPS0055-PR02 Operational Requirements (continued)

- Added the following to Sections 3.2.5 and 3.3.4:

Stingers must:

- have a working load limit of at least 125% of the load to be lifted,
 - be installed directly to the hoist hook unless integral to the block,
 - be used during all off/on board material lifts,
 - have a positive locking latch when using during personnel lifts (e.g. Crosby PL latch), and
 - be hooked directly to the masterlink of sling-sets attached to pre-slung loads.
- Made the following change to a Section 4.4.3:
 - Avoid angle and slide loading to prevent a reduction in shackle capacity
 - Anchor bolt shackles shall be fitted with manufacturer-approved cotter pins or keepers

OPS0055-PR02-TO.01 Lift Categorization and Work Authorization Table

- Made the following change to the Heavy (Engineered) section:
 - Lifts in excess of 90% of the maximum rated capacity of ~~the lifting device (static or dynamic)~~ an offshore, pedestal-mounted crane
- Added the reference 11 to the table:
 - 11. Blind lifting of personnel will require concurrence between the UWA and the OM/WOTL/AO.
- Added UWA – Ultimate Work Authority to the acronyms key.

Key Changes and Clarifications, Continued

OPS0055-PR02-TO.02 Lift Planning Flowchart and Tables

- Made the following change to a HAS IT BEEN DETERMINED THAT entry:

No lifts over 90% of the maximum capacity of the ~~Lifting Appliance~~ offshore, pedestal-mounted crane will be attempted?

OPS0055-PR02-TO.03 Complex Lift Plan and OPS0055-PR02-TO.04 Critical Lift Plan

- Added the following NOTE to the bottom of each Lift Plan:

This lift plan shall include a copy of the pre-use inspection and the most recent crane inspection reviewed for deficiencies.

OPS0055-PR02-TO.10 Pre-Shipping Inspection Checklist

- Made the following change to the first entry in the SHACKLES section:

1. Are cotter pins or **manufacturer-approved** equivalent securing devices in place?

- Added new item 5 to the CERTIFICATION TAGS ON PRE-SLUNG SLINGS section:

5. Is NDE information on master links in place?

- Added new MASTER LINKS Section:

1. Visual inspection performed by 2 Qualified Persons?

2. Checked for allowed and disallowed manufacturers?

3. Markings in place?

Key Changes and Clarifications

OPS0055-PR03 Testing and Inspection Requirements

- Made the following changes to Section 3.1.4 Load Testing:

Load tests must be:

- performed in daylight hours only
- performed and documented by a Quality Inspector (QI) in accordance with the Inspection and Testing Matrix (OPS0055-PR03-TO.01) and API RP 2D Annex D, Appendix E
- values approved by the Civil Marine Group, and
- documented and submitted to the SCI Group.

NOTE: Offshore temporary cranes require NDE pre-load test and post-load test

- Added the following Sections:

- 3.1.5 Pull Test
- 4.1.5 Re-Certification of Wire Rope Slings Used for Pre-Slinging Cargo

- Added the following to Section 4.1.2 Periodic Inspections:

Slings > 10 years old or found in an unsafe operating condition must be discarded according to discard procedure below.

- Updated the title of Section 4.1.4 Certification of New Wire Rope and made the following changes:

Certification/recertification tags are required as described in:

- API RP 2D ~~(ref. 5.2.4b)~~ and
- ASME B30.9.

Certification tags must list the following:

- Sling manufacturer, certificate number, and date of manufacture

Key Changes and Clarifications

OPS0055-PR03 Testing and Inspection Requirements (continued)

- Updated the title of Section 4.1.4 Certification of **New** Wire Rope and made the following changes (*continued*):

...

- Rated load for the type of hitch(es) and the angle upon which it is based
- Minimum basket, choke and vertical

NOTE: In 2016 all sling master and sub-masterlink assemblies shall:

1. be from a Shell-accepted manufacturer as listed in PR01 section 3.3.1 or
2. Provide tagging and documentation of NDE from a 3rd party inspection agency qualified to ASNT level 2 or equivalent.

After 2016 all sling master and sub-masterlink assemblies shall be from a Shell-accepted manufacturer as listed in PR01 section 3.3.1.

~~Slings used to pre-sling cargo must bear a certification tag not more than 1 year old. The certification tag must clearly indicate certification date. Recertification of pre-slung slings will include a load test.~~

Key Changes and Clarifications

OPS0055-PR03-TO.01 Testing and Inspection Matrix

- Made the following changes:
 - Added reference to new NOTE 18 in Offshore Pedestal Crane Floating
 - Added the following to Masterlinks (not part of sling sets) and added “D” to first “Annually” column
 - Added the following to Padeyes Certified Lifting Points (not part of containers)
 - Added the following to NOTE 1: Slingsets will be retired from service at 10 years from date of manufacture.
 - Added NEW NOTE 18: Offshore temporary cranes require NDE pre- and post-load test.

OPS0055-PR04

- Added the following NOTE to Section 2.1.1 Repairs:

NOTE: Repair documentation of critical components shall include MTRs (as applicable), welder qualifications, and welding procedure(s) identification number. This documentation shall be maintained in the crane files for the life of the crane.

OPS0055-PR05 Competency Requirements

- Added the Section 4.4 DSP Requirements