

# RasGas Sub Surface Safety Stats Q4 2010 & Q1 2011



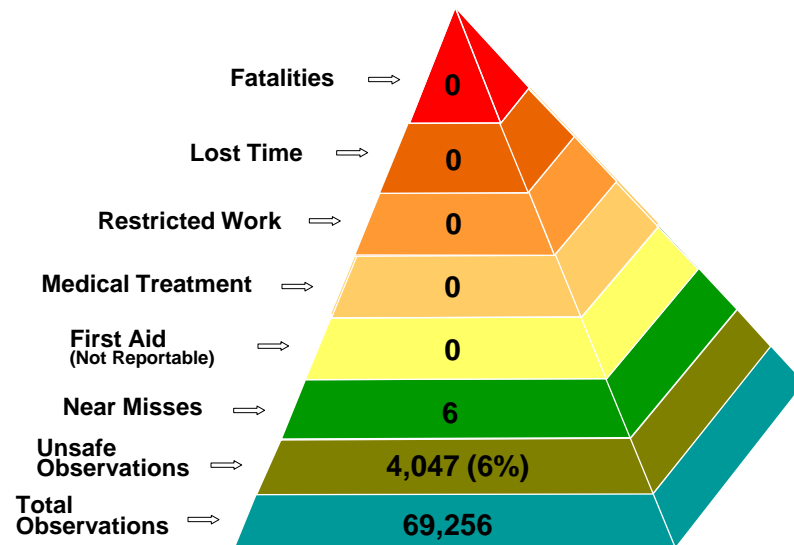
# Safety, Health & Environment

- Consecutive Pain Free Days through end Q1 2011:

	NJP	E94	E88	Base	Marine
Q1 2011	150	115	214	463	307

- Over 2.9 Million Man Hrs worked in 2010 & 705K till end of Q1 2011
- Rig Enco 94 achieved 4 Years Recordable Free & run of 447 Pain Free Days
- Shorebase achieved 14 Years LTIR Free & 10 Yrs TRI Free
- Marine achieved 1 Year Recordable Free
- Presented "Line Of Fire" and "Hand Safety" as Q1 Safety Themes to all contractors & service personnel
- SSG Safety Systems Audit/Review conducted by Moody Safety System Audit Consultant
- Creating Lessons Learned Database for SSG HiPo (High Potential) Incidents
- Perform Safety/Hygiene/Health Inspections & Audits for Shorebase, Marine Vessels & Rigs
- Conducted external Audits of Drilling Vendors

**Safety Pyramid - End Q1 2011**



	End Q4 2010	End Q1 2011
STOP Observations	293,384	69,256
Lost Time Incident Rate (LTIR) (per 1,000,000 hrs)	0.00	0.00
Total Recordable Incident Rate (TRIR) (per 1,000,000 hrs)	2.36	0.00
Total Hurt Incident Rate (THIR) (per 1,000,000 hrs)	4.05	0.00



# Near Miss – Ensco 94

## 9<sup>th</sup> Dec 2010

### Description of Incident:

- The MMPL Kestrel departed Ras Laffan for a cargo run to Ensco 94
- Ensco 94 was contacted for permission to enter the 500m zone & was granted after completion of RG arrival checklists
- The Senior Dynamic Positioning Officer 1 (SDPO 1) positioned the vessel between the rig & mooring buoy at between 150-200m from the rig & started to rotate the vessel
- The rotational swing of the bow, resulted in the port bow of the vessel making contact with the Ensco 94

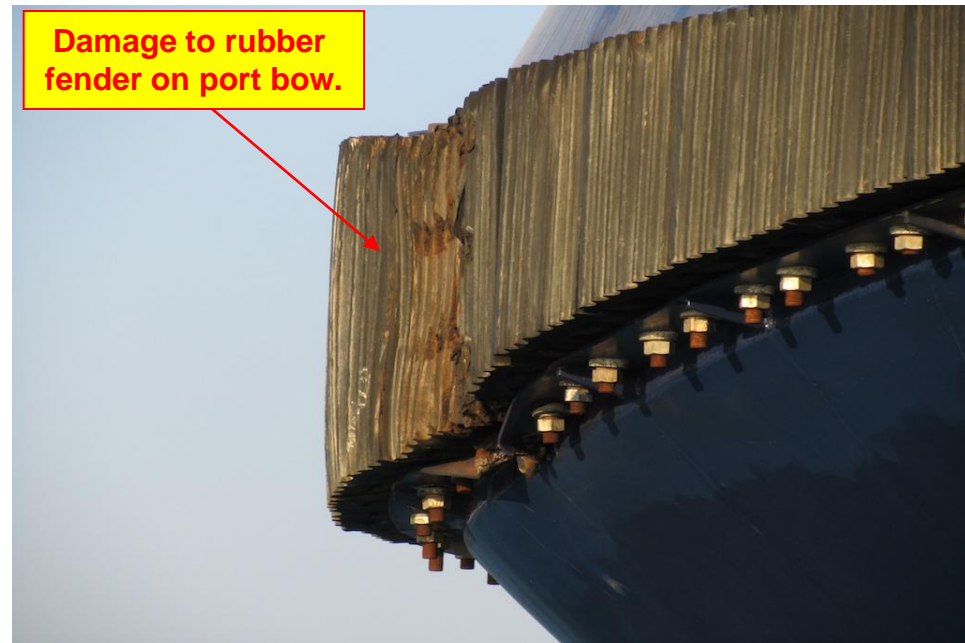
### Root Causes:

- The vessels movement should have been arrested before DP mode was selected
- Speed was found to be excessive to be travelling at when entering & within the 500m zone, where the vessel is subsequently at close quarters to a structure
- Taking of this shortcut had become normal behavior due to a desire to please the client & have the vessel able to work the rig quicker
- Whilst the weather was not severe & under normal conditions would not be a problem, with any failure, the environmental factors push the vessel towards instead of away from the rig

### Corrective Actions:

- Review practice of bringing vessels in on weather side, so far as is possible to bring vessels to the non-weather side
- All vessels will be instructed to maintain 'steerage way' speed only inside 500m zone. This is the minimum speed with which they can maintain safe steerage
- SDPO 1 to be replaced. Crewing recruitment procedure to be reviewed to select candidates with more vessel handling experience

# Photos and Illustrations





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