

DrillSafe

Australia's Drilling Industry

Quarterly HSE Forum

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Perth, Australia

Offshore Personnel Transfer

The industry is changing.....

Perceptions

- Personnel net (basket) transfer is “inherently Dangerous”
- Helicopter transfers are much safer

Crane Assisted Personnel Transfer vs. Helicopter

- Apples and Oranges?



Statistical Data

- 2003 Helicopter passengers 2,574,810
- 2003 P-net transfers 2,482,000*
- Fatal accidents**
 - Helicopter 7 (34 total in 6 years)
 - Personnel net 0 (0 in 6 years)
 - (In 2004 alone there were 15 GOM helo. fatalities)

*estimate

**according to Helicopter Safety Advisory Conference. (HSAC)

Can we do better?

- Treat “crane assisted” personnel transfers safety as high level priority.
- Plan personnel transfers (JSA)
- TRAINING for operators and riders
- Require clear deck area for landing transfer devices
- Investigate new products available

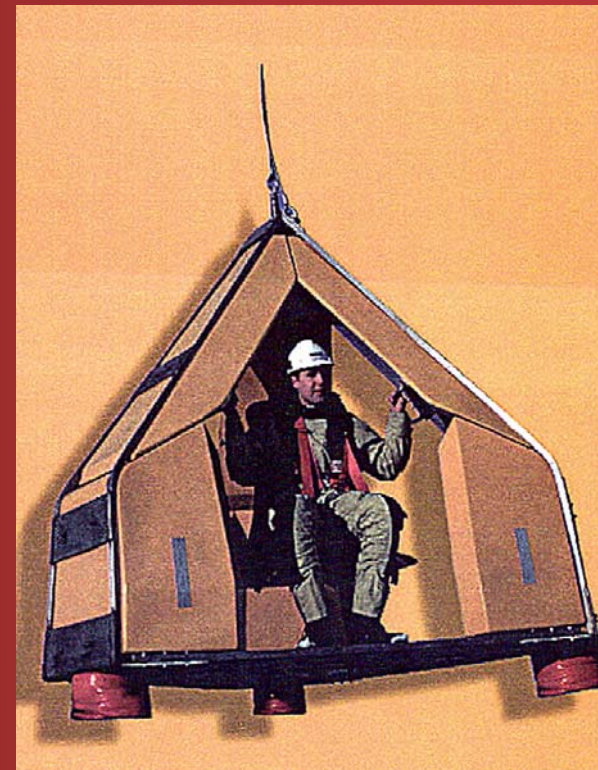
Personnel net: The Standard...



Personnel Net advantages

- Mobility
- Comfort Level of Rig Hands
- Safety Record
- Ease of Storage
- Models for up to 12 passengers
- Economy

Recent Industry Products



New Product Benefits

- Outer Protection
- Fall Protection/Restraint/Man Positioning
- Stretcher Transfers
- Accepted in the N. Sea

Drawbacks

- Non Collapsible (Storage issues)
- Strapped in ("too much restraint")
- Lack of Ease/Quickness of egress
- Lack of Mobility
- Lack of carrying capacity
- Cost

X-904 Personnel Transfer Device



X-904

- Provides Outer Protection
- Man Positioning attachment
- Quick egress
- Stokes Stretcher accessibility
- Personnel have sea legs under them
- Overhead Protection
- Designated areas for hand luggage
- Collapsible for Storage
- CE approved for N. Sea application
- Can be re-built and re-certified
- Models for up to 12 passengers

904 Testing and Survey

- “Sea Trial” surveys for riders and Crane Operators
- Both MODU’s and Platforms

Survey Form for X-904



Billy Pugh X-904 Personnel Transfer Basket Survey - Riders

We'd like to have your opinion of this prototype model and would appreciate it if you would take a few minutes to complete the short survey below. The rating scale runs from 1 (Poor) to 5 (Excellent). Since this is a prototype – your input will be valuable in creating the finished product.

1. How is the comfort level riding the X-904?
 1 2 3 4 5
2. How easy is it to get on the X-904?
 1 2 3 4 5
3. How easy is it to get off the X-904?
 1 2 3 4 5
4. What was your anxiety level while riding the X-904? (1= very nervous, 5= not at all nervous)
 1 2 3 4 5
5. Did you feel as if the safety level is better on the X-904 than other personnel carriers?
 1 2 3 4 5
6. Do you think new riders will find it easier to use the X-904 than other personnel carriers?
 1 2 3 4 5
7. Would the X-904 be preferable to the current personnel carrier?
 1 2 3 4 5

Comments:

What was your general impression of the X-904?

What you like to see improved/changed on the X-904?

904 Comments

- Extremely Positive
- "Felt more secure"
- "Simple"
- "good design"
- "100% safer"
- "should have had this years ago"

Conclusion

- Personnel net transfers have been a safe and effective means of transfer for many years. With the advent of newer designs and procedures we can create an even safer offshore workplace.

THANK YOU

- Questions?

