

SAFETY ALERT



Safety Alert No. 413
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Contact: Jason Mathews
Phone: (504) 731-1496

Hazards Identified in Level I Surveys not Communicated to Affected Personnel



Figure 1 - Helideck structural support bracings in poor condition



Figure 2 - Collapsed helideck skirting

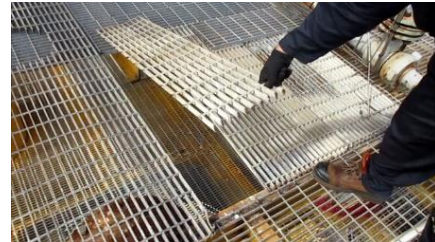


Figure 3 - Unsecured grating bracings in poor condition

BSEE inspectors have observed severe corrosion and metal degradation across various facilities on multiple occasions recently. After further investigation onsite of each asset, BSEE inspectors have determined that company and contract personnel conducting regulatory-required inspections of their dedicated platforms are unaware of the potential hazards that have been identified in previous Level I Surveys. These surveys consist of a comprehensive assessment of the condition of the topside decks as it pertains to structural integrity.

In April 2020, during a BSEE inspection, a section of helideck skirting collapsed onto the handrail of the walkway leading to the helideck (*figure 2*). There were no injuries. The loss of integrity of the safety net attachment points was identified in a 2019 Level I Survey. However, platform personnel were not informed of the results of the survey, which put them in a potentially hazardous situation. The helideck was put out-of-service (OOS), and a Notice to Airmen (NOTAM) was issued.

In June 2020, BSEE inspectors were inspecting an OOS facility when they discovered unsecured grating over a well on the well deck (*figure 3*). The hazardous condition was not communicated to the BSEE inspectors because the platform personnel visiting the facility every month were not aware of hazards identified in the Level I Survey completed almost 10 months prior.

That same month, BSEE inspectors found multiple unbarricaded corrosion issues throughout the facility, including helideck structural support bracings in poor condition (*figure 1*). The inspectors requested the previously completed Level I Surveys and found that the surveys from the prior two years described the helicopter bracing in poor structural condition and listed other hazards throughout the facility. These findings had not been addressed or even communicated to the personnel regularly boarding the platform. The helideck was put OOS and a NOTAM was issued.

Therefore, BSEE recommends that Operators consider the following:

- Incorporate a system for disseminating any findings stemming from Level I Surveys or similar reviews to personnel who visit those facilities.
- Review every completed Level I Survey and address all issues noted. Prioritize and track structural concerns to closure via a Quality Assurance/Mechanical Integrity work order system.
- Clearly mark boat landings and helidecks OOS if the Level I Survey identifies these areas to have compromised structural integrity.
- Properly barricade all hazards identified in the Level I survey, such as corroded grating, handrails, stairways, etc., if repairs cannot be completed immediately.

--BSEE--

A **Safety Alert** is a tool used by BSEE to inform the offshore oil and gas industry of the circumstances surrounding a potential safety issue. It also contains recommendations that could assist avoiding potential incidents on the Outer Continental Shelf.

Category: Personnel Safety, Structural