

## Emergency Equipment Inspection

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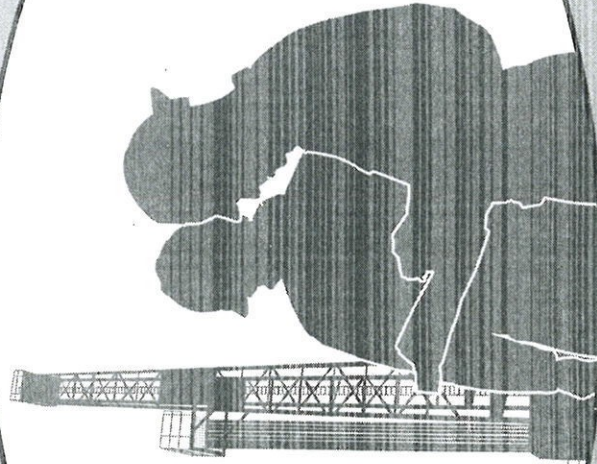
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# RIG CHECK



## INSPECTION FORM: 3 ALARMS & SHUTDOWN

**Purpose:** To ensure that alarm and shutdown systems are functioning properly.

**For more information see:**

29CFR1910.37, 29CFR1910.38, and  
29CFR1910.165



## Instructions

### MANUFACTURERS INSTRUCTIONS:

Every effort should be made to inspect and maintain these systems as instructed by the manufacturer. Installation, care, and maintenance should all be available in the equipment information package. Beyond function and readiness checks, testing protocols and adjustments should be carried out by competent, trained personnel.

**ALARMS:** Rig emergency alarms may be automatic or operated by personnel from various locations manually. Whichever the case, the alarms should be heard throughout the rig and on the location. The alarms should be distinctive and easy to identify as to their purpose. Alarms that work in conjunction with lights should be visible from the entrance of the location. It is a good practice to include a wind direction indicator in close proximity to the lights. All employees should be trained to activate manual alarms and understand what triggers automatic alarms.

**TESTING ALARMS:** Manual alarms can be tested during drills and during crew training sessions. Position crew members around the rig to provide feedback as to coverage and volume of the alarms. Whenever possible, test alarms with test gas to ensure proper calibration and sensitivity. You should never claim a false alarm as a function test.

### TESTING EMERGENCY SHUTDOWN

**DEVICES:** Emergency shut-down devices (ESD) that will close off the combustion air

should be installed on all of the rig's diesel engines. It is important to understand just how a particular ESD functions BEFORE you attempt to test it. Engine shutdowns or rig savers may damage engine components if they are engaged when the engine is running at speed. Careful plans should be made with the mechanics to develop a test protocol that will ensure the functionality of the devices without damaging the engine. In most cases these devices can be checked with the engine shut down. Manual engine shutdown devices that shut off the fuel to the engines can also be tested while the engine is shut down.

**CROWN SAVERS AND FLOOR SAVERS:** These devices can be tested by slowly pulling into the actuator. Here again, accidentally tripping the device should not be recorded as a test. The system must be functioned so that the proper adjustment can be verified. Crown and floor savers should be function tested at the start of each tour and after line slip or cut.

**SMOKE ALARMS:** Smoke alarms in trailers and out buildings should be function tested monthly or following a rig move. Note on the inspection form when batteries are changed each year.

**TESTING PLANS AND PROTOCOLS:** Each rig should have a written plan for calibrating and testing alarms and shutdown devices. The inspection should include a review of these documents to ensure new equipment and or rig modifications have not altered the function of the devices.



## Alarms and Shutdown Inspection

### Alarms and Shutdown Inspection

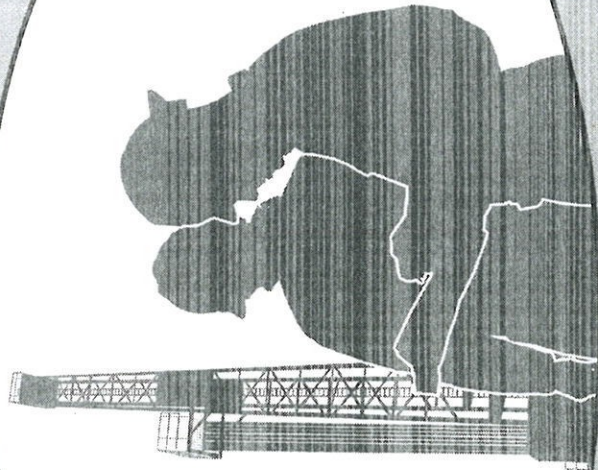
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# RIG CHECK



INSPECTION FORM: 4

## Fire Extinguishers

**Purpose:** To ensure that extinguishers are available and ready for use.

**For more information see:** 29CFR1910.157, National Fire Protection Association Standard 10, API Recommended Practice 54.



## Instructions

**LOCATION:** Write the location of each fire extinguisher on the form. The location should protect the unit from damage or contamination during normal rig operations and from the environment, and be easily accessible in case of emergency. Fire extinguishers should be stored off the deck (ground) to reduce corrosion to the bottom.

**TYPE:** Write the brand and type of extinguisher on the form. This will ensure that the extinguishers are in the correct locations.

**NAMEPLATE:** Check that the nameplate that faces outward, is clear and legible, and includes operating instructions.

**SEALS:** Check the seal or other tamper indicator on the trigger which provides an indication if the unit has been used or damaged. **If the seal is broken or missing, the unit must be fully serviced and resealed.**

**TAG:** Check the yearly inspection tag is marked with the year and month of the last recharge inspection. If the tag is missing, or if the unit is in need of its annual inspection, it should be removed from use and service scheduled.

**CONDITION:** Inspect the exterior of the unit for damage and corrosion. Pay close attention to the bottom of the tank for rust and corrosion as this area tends to be susceptible to water and chemical damage if it has been stored on the floor. Remember to store extinguishers off the deck. The hose should be checked

to see that it is properly installed, undamaged, and clear. The trigger assembly should also be checked for damage and serviceability.

### USE AS APPROPRIATE:

**FULL (visual indicator):** Inspect the pressure gauge and check that the needle is in the green and charged. Also check to see that the gauge is not bent or broken.

**FULL (dry chemical type):** Take the unit out of the rack and tip the unit back and forth to determine if it has loose powder inside. Occasionally it may be necessary to invert and tap the base to loosen the powder. Use your hand, or a rubber mallet to tap the extinguisher.

**WHEEL UNIT:** Check the condition of the tires, the carriage, the hose and nozzle.



# Fire Extinguisher Inspection

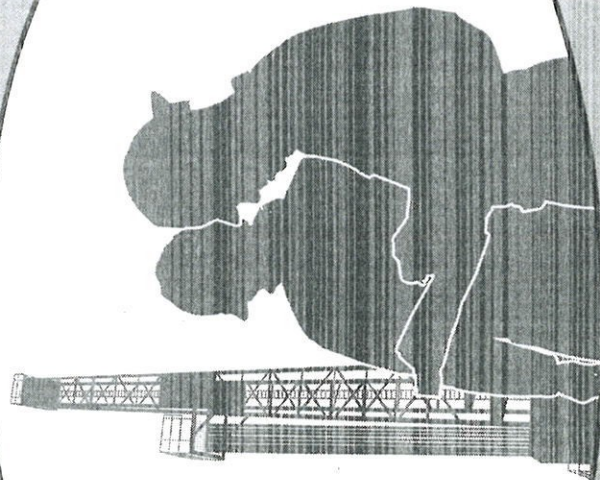
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# RIG CHECK



INSPECTION FORM: 5

## EYE WASH STATIONS

**Purpose:** To ensure that eye wash stations are available and ready for use.

**For more information see:**

29CFR1910.151(c) and ANSI standard Z358.1-2009.



## Instructions

Eye wash stations are required to be available to employees anywhere that potentially harmful corrosive materials are present, such as caustic soda. The stations can be handheld bottles or permanent fountain-type wash stations.

**Units should be easily accessible and near work areas.** Stations should be mounted off the ground or floor and covered if in an area where mud and chemicals could damage them. There should not be anything hanging on the station or obstructing it.

**LOCATION:** Write the location for each station on the form. The location should be in close proximity to chemical handling areas and readily accessible in time of emergency. Regulations vary on how close the station should be to work areas, but ANSI specifies 10 seconds from the hazard – or about 55 feet. The location should protect the unit from normal rig operations and the environment, and provide easy access. If located where mud, dust, or chemicals can contaminate the eyewash station, a cover should be placed over it to protect it and be easy to remove in an emergency.

**TYPE:** Write the type of station on the form, for example “15 minute flood” or “hand held bottle”.

**NAMEPLATE:** Check that the eye wash unit has a nameplate that faces outward, is clear and easy to read, and includes operating instructions.

**SEALS:** Check that the condition of the seal to see if the unit has been used or damaged. **If the seal is broken, the unit must be fully serviced and resealed.**

**TAG:** Check the yearly inspection tag is marked with the year and month of the last required flushing, or refill. If the tag is missing, or the solution's expiration date has passed, the unit should be serviced or removed from use until it can be serviced.

**FULL:** Check that the unit is filled to the indicated full mark. They should be filled with the manufacturer provided solution. Hand held bottles must be full and with and unbroken seal. If the seal is broken, the bottle should be replaced with a new bottle with an unbroken seal.

**CONDITION:** Inspect the exterior of the unit for damage and leakage, pay close attention to the eye wash nozzles and ensure they are clean and ready for operation. The unit should be clean and ready for use with no tools or trash stored in the basin.

**GAUGE:** For pressurized units, inspect the pressure gage and check that the needle is in the green and the unit is charged. Also check to see that the gauge is not bent or broken.



# Eye Wash Station Inspection

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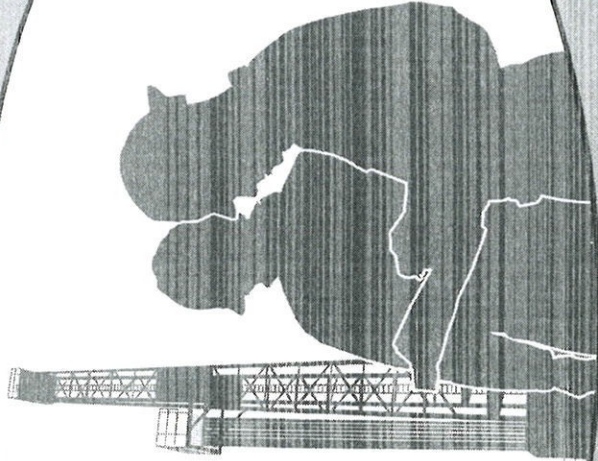
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# RIG CHECK



INSPECTION FORM: 6

## FIRST AID KITS

**Purpose:** To ensure that first aid supplies are available and ready for use.

**For more information see:**

29CFR1910.151(b) and ANSI Z308.1-2009.



## Instructions

First aid kits should contain supplies such as bandages, gauze, antiseptic wipes, tweezers, first aid tape, plastic gloves, and a cold compress. Supplies should be appropriate for the number of workers onsite.

**LOCATION:** Write the location of each kit on the inspection form. The first aid kits should be in a location making them readily accessible in time of emergency. The location should also protect the kit from damage or contamination during normal rig operations and from the environment.

**TYPE:** Write the type of kit on the form, for example "10 unit box" or "30 unit cabinet", or the manufactures model or ID number can be used.

**ACCESS:** Check that the first aid kit is mounted off the ground or floor and covered if it is in an area where it could come into contact with mud, liquid, dust, or chemicals. **Kits should be visible at all times.**

**PLACARD:** Check that the placard or sign faces outward and is clear and easy-to-read.

**SEALS:** Check that sterile items such as bandages and medications are individually wrapped and have not been used or damaged. If the seal is broken, the item must be disposed of and replaced.

**CARD:** Check that the first aid kit has a yearly inspection card marked with the year and month of the last refill inspection. This card should include an inventory of the contents and should have an area on the back to date and initial this monthly inspection.

**CONDITION:** Inspect the exterior of the kit for damage, pay close attention to the lid seal and ensure that there is no leakage and/or rust on the interior. The kit should be clean and ready for use.

**RESTOCK:** Check that the kit is properly filled with items noted on the inventory card. Any items that have been used, exceeded the expiration date, or sterile items with seals broken, must be replaced. If the kit needs to be restocked, check the box on the form and list the needed items in the comment section.

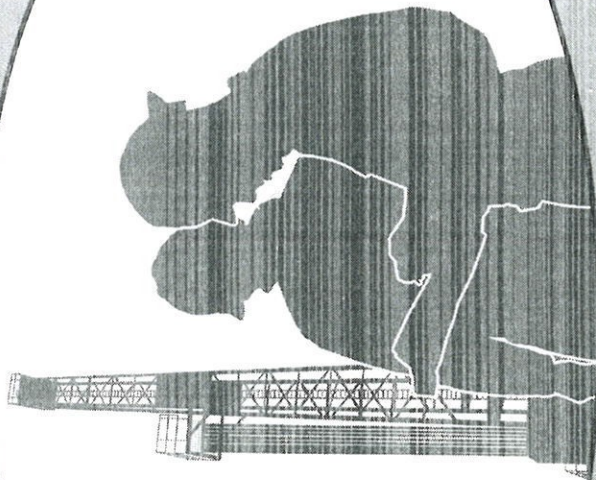


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# RIG CHECK



## INSPECTION FORM: 7 ENERGY ISOLATION

**Purpose:** To ensure that potential energy sources are labeled and that proper energy isolation methods are being utilized.

**For more information see:** 29CFR1910.147, API Recommended Practice 54, and the IADC Health, Safety and Environmental Reference Guide.



## Instructions

Assess if energy isolation equipment (i.e. as locks, restraints, and blocks) are being used, worn, and correctly labeled. Rig equipment should be assessed to determine if the proper energy isolation methods are being used. Additionally, postings, labeling, and warnings should be checked to make sure they are accurate and visible.

**EQUIPMENT/LOCATION:** List the name and location of each piece of equipment with electrical, stored, chemical injection, or mechanical energy.

**ELECTRICAL SOURCES:** Check that electrical energy sources are identified by labeling. **Lock out devices should be available for each type of power disconnect on the rig.** In addition, written instructions should be available for completing lock out on each piece of rig equipment.

**MULTIPLE ELECTRICAL SOURCES:** Check that equipment with multiple power sources are labeled on the machine. Many rig components may have multiple energy sources associated with their operation and maintenance. Traction motors may have a control circuit as well as Direct Current (DC) and Alternating Current (AC) power feeds.

**AUTO START EQUIPMENT:** Check that equipment that starts automatically or, that can be started from a remote location, is properly guarded and clearly marked. Air compressors, hydraulic power units and charge pumps are examples of equipment that can be started remotely or automatically should all be labeled.

**STORED ENERGY:** Check that equipment that contains stored energy is labeled. Some hydraulic equipment may have internal accumulators or reservoirs where pressure is stored. Refer to manufacturer's documentation and ensure that labeling on the equipment is complete and visible. Mechanical equipment may have some type of internal "pre-load" such as springs or tension devices that may release energy if the unit is disassembled without the proper precautions. Examples include: valve actuators, mechanical well logging equipment, retractable cable devices, and crown saver devices.

**CHEMICAL INJECTION SYSTEMS:** Check that chemical injection systems are identified and are included in the isolation procedure for any attached equipment. Some rigs may have chemical injection systems that feed mud products or chemicals directly into the circulating system. Chemical tanks that gravity feed into the mud tanks should also be identified for isolation in the tank cleaning procedure.

**MECHANICAL ENERGY:** Traveling blocks, sheaves hung in the derrick, and pipe tongs are examples of energy hanging in the derrick. Inventory overhead equipment to identify which must be restrained for maintenance or secondary fall protection. Check that cables or other hang off devices required are adequate for the load they are expected to support. Overhead sheaves must be designed by the manufacturer for overhead use. When making changes, such as adding a rental top drive, the traveling block hang-off device must be analyzed to ensure it is adequate to hold the additional weight.



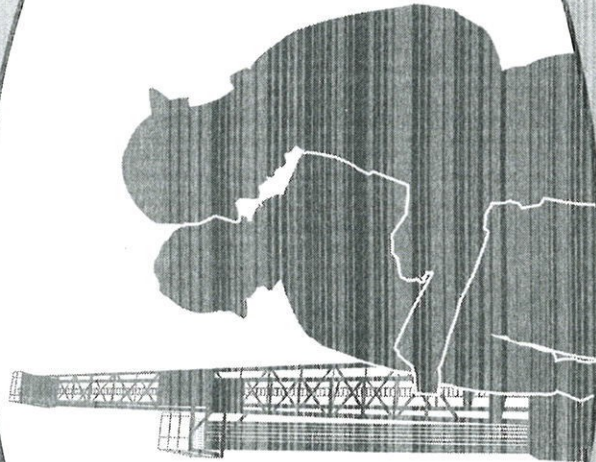
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# RIG CHECK



INSPECTION FORM: 8

## ELECTRICAL SYSTEMS

**Purpose:** To ensure that electrical systems are well documented and include appropriate safety controls.

**For more information see:** 29CFR1910.305, and API Recommended Practice 54, 500 and 505.



## Instructions

**This inspection is visual only. An approved electrician is the only person who should modify or repair electrical equipment.** Do not "try out" circuits or switches, and always de-energize electrical equipment before performing maintenance work.

**LOCATION:** List each area of the rig for inspection.

**AREA TYPE (CLASSIFICATION):** Inspect classified areas on the rig to ensure that equipment and electrical installation meet the requirements of the designated classification. There should be no non-classified equipment in the area and all cables and conduit should be in good condition. Check for crossover plugs to get from classified outlets to non-classified equipment or cords. These devices should not be used when classified areas are active.

**CORDS AND CABLES:** Inspect all cable or cord installations to ensure they are correctly routed and are protected from other rig activities that may damage them. Cords should not be run up stairs or ladders or present a tripping hazard for employees. Cords and cables should not be run in rig ditches or across the ground unprotected. Cable trays should be organized and free from debris and not be used for storage shelves. Extension cords should be used for temporary power source only. Extension cords should be inspected before each use and cords that have cuts or crushed protective coating should be removed from service and destroyed.

**CONDUIT AND BOXES:** All fixed conduit should be securely attached and undamaged. Check ends to ensure they have not been pulled loose from panels or junction boxes. Make sure box covers are properly installed and water-tight. All unused outlets or plugs should be covered. Electrical conduit and wire racks should not be used to hang or store materials.

**PANELS AND SWITCHES:** Electrical panels and switches should not be blocked and must be readily accessible. Panels should not be used for storage shelves or hangers. Doors should be kept closed and latched except when actively working switches and breakers. Breaker panels should have the faceplates securely installed and no wiring should be exposed to employees operating breakers or switches. Switches should be clearly labeled.

**GROUND FAULT CIRCUIT INTERRUPTERS:** GFCI's should be used for all portable or temporary power tools used on the rig. If GFCI breakers are not installed in breaker panels, portable units should be provided that can be placed in line to protect employees from ground shocks when using portable power tools.

**GROUNDING:** The rig and its components must be grounded and bonded to ensure a clear path to ground in the event of a short circuit. The ground rods must be installed before starting power generation equipment and not detached until generators are shut down. All buildings and electrical equipment must be bonded to the ground system.



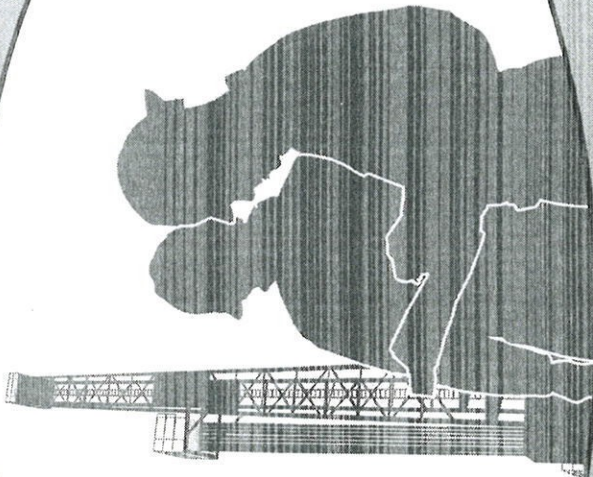
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# RIG CHECK



## INSPECTION FORM: 9 HARNES & LANYARD

**Purpose:** To ensure that only undamaged fall protection equipment is available for use.

**For more information see:** 29CFR1910.66 appendix C, and the ISO standard ICS 13.340.60.

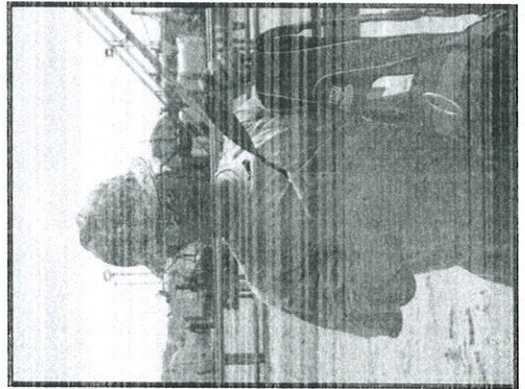


## Instructions

Identify and list all positioning and climbing assist equipment found on the rig (for example, the derrickman's belt, derrick climber belt, etc.). Inspect the equipment; any harness or lanyard that is not in good condition should be tagged "DO NOT USE" and removed from working areas.

**LOCATION:** Check that harnesses and lanyards are stored in an area that is free from chemical exposure, out of direct sunlight, and away from any damaging heat sources. Soft nylon equipment should never be hung with cables, chains, or other hard iron equipment that may damage the webbing.

**LABELING:** List each unit separately on the inspection form. Check that all equipment is numbered or otherwise identified so each piece of equipment is unique and easily identifiable. Check that the manufacturer's name, model number, and rating are clear and visible.



**HARNES STRAPS:** Check that straps are relatively soft and pliable with no signs of hardening. Look for burns caused by chemical or heat that create hard non-flexible areas on the strapping. Look for damaged threads or separation of the fibers that would indicate some type of damage. Look for torn or frayed sewing and stitching. Examine wear areas around fittings and buckles. Thimble eyes should not be deformed, bent, or missing.

**HARNES HARDWARE:** Inspect all hardware closely for damage and or deformation. Check to see if tongue buckles have been bent or side loaded. Ensure that hardware functions properly and goes together smoothly without undo force.

**LANYARD:** Check that rope or webbing does not show signs of being "hooked back" on itself. Ropes should be smooth, without knots and should be in unmodified manufacture condition. Any lanyard found to be discolored, knotted, cracked, frayed or have loose fibers, should be replaced. Attached shock-absorbing packs should be free of holes, tears, and stitching should be free of rips or loose strands.





## Harness and Lanyard Inspection

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# # Rig

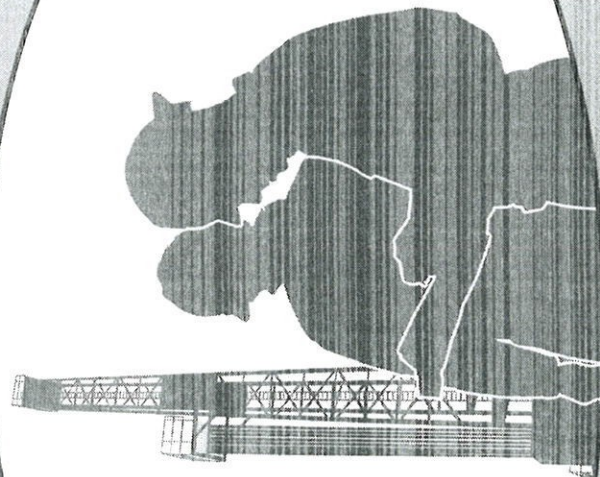
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# RIG CHECK



## INSPECTION FORM: 10 RETRACTABLE LIFELINES

**Purpose:** To ensure that these critical fall protection devices are functioning properly and installed correctly.

**For more information see:**  
29CFR1910.66 App C.



## Instructions

**LOCATION / TYPE:** List the location of each retractable lifeline on the rig and note the type of fall protection device. Identification of the model, physical ratings, and an identification number should be clearly visible.

**ANCHOR POINTS:** Check that anchor points for self-retracting lifelines are identified and separate from any point used to suspend an active load, i.e. attaching to a crane hook that is also suspending a load. The anchor point should be capable of supporting a 5,000 pound load for each employee attached. Engineering specialists should be available to identify attachment points meeting the requirements of the code. These points should be identified and inspected before each use and following rig up.

**HANGER HARDWARE:** Check that hardware used to attach the main body of the retractable lifeline is a positive locking device such as a screw lock carabiner or a 4-part shackle (bolt pin with nut and cotter) attached to an engineered pad eye, an approved strap, or properly installed beam clamp. Confirm that the attachment point is as close to vertical over the work area to prevent swing injuries.

**ACCESS POINTS:** Check that the access point is in an area where employees can easily access the device and safely attach their fall protection. It should not be on a ladder where there is no platform.

**END CONNECTIONS:** Check that end connections are undamaged, unaltered, and have a double-locking snap hook that moves freely in the eye. If it has one, check if the slip joint indicator shows if the machine has been put under load. If the unit has stopped a fall, or if any other deficiencies are noted with the end connections, take the unit out of service and return it to an approved service center for repair and recertification.

**CABLE CONDITION:** Examine the cable by pulling it out fully and inspecting it over its entire length. Check that it is free of rust and broken wires. Let the cable spool up slowly and note any problems while spooling. Check the plastic guide where the cable enters the housing and ensure that it is not worn out and is still protecting the cable from harm.

**STORAGE & TAG LINES:** Ensure that the unit is equipped with a tag line so the cable can be stored inside the unit when it is not in use. Make sure that any cover used to keep the unit clean does not interfere with the cable. Full body harnesses should not be left hanging on the life line, refer to RigSMART inspection form #5 for body harness information.

**DATE OF LAST SERVICE:** Note last date of service/repair. Service and repair of retractable lifelines should only be done by a manufacturer certified technician. Do not attempt to repair this sensitive safety equipment on the rig.



## Retractable Lifeline Inspection

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# # Rig

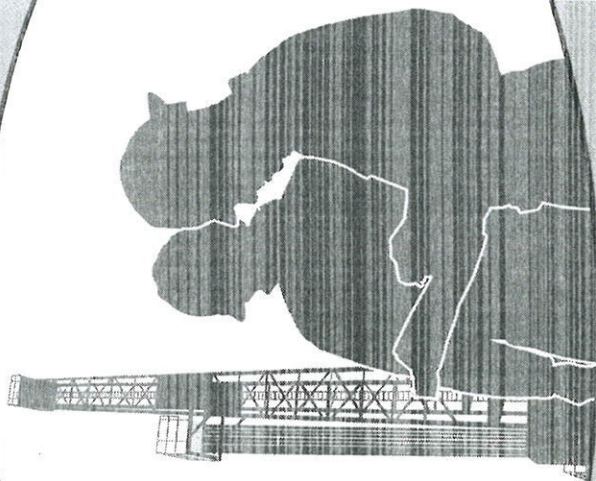
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# RIG CHECK



INSPECTION FORM: 11

## STAIRWAYS & LANDINGS

**Purpose:** To ensure that stairways around the rig are of the proper size and configuration required to provide safe access for employees.

**For more information see:** 29CFR1910.23-24 and OSHA Stairways and Ladders Guide (publication 3124).



## Instructions

**LOCATION:** List all stairways and landings on the rig to facilitate thorough and accurate inspections and maintenance. Note any problems in the comments section.

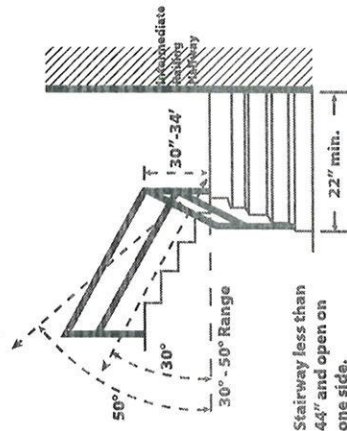
**ANGLE:** Check that stairways are at least 30 degrees but not more than 50 degrees. Stair treads should be level in all directions.

**HANDRAILS:** Check that handrails are installed on stairs rising more than 4 treads and are between 30 and 34 inches high measured from the top of the tread to the top of the rail at 90 degrees from the tread surface (straight up). Check that the rails are straight and smooth and are attached securely so they cannot be lifted out and dropped during use. Where the rail is next to a wall, there should be 3 inches clearance between the rail and any obstruction. Check that all rails have an intermediate rail halfway between the stair tread line and the top rail. All rails should be capable of withstanding a 200-pound load from the top rail in any direction. For guard rails or "bumper" rails on equipment slides, check that they have an additional hand rail inside and are protected from load handling activities that may present a crush injury to personnel using the stairs.

**STAIR TREADS:** Check that treads are evenly spaced, consistent throughout the run, clean and have a good non-skid lip. Also check that they are not bent or worn out and are unobstructed by tools or equipment.

**SUPPORT STRUCTURE:** Check that the support structure for the stairs is installed properly with all pins, bolts, and keepers in place. The structure should be solid and level with no large movements during use. Inspect any lifting eyes or fork pockets for damage and note for repair.

**LANDINGS:** Check that bottom stair landings are a solid level surface with any drainage ditches routed away from landing areas. If pallets are used for stair landings check that they do not have gaps larger than 1 inch between the boards, if necessary the pallet should be covered with solid plywood to prevent trips caused by gaps in the landing surface. Inspect areas where doors or gates open directly onto a stairway. The landing must allow an effective width of at least 20 inches when the door swings open. Check that hand rails around landings are 42 inches high and withstand the 200 pound load test. Make sure that active hand rails that are part of a stairway/landing system are not used for the storage of tools or equipment. If people can pass underneath the landing, a 4 inch toe board should be along the edge of the landing.





# Stairway and Landing Inspection

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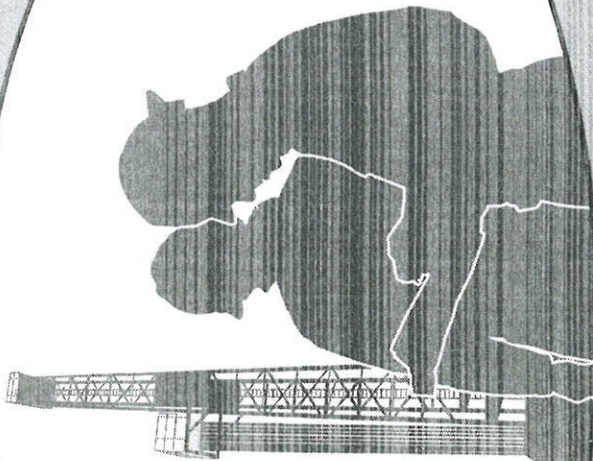
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# RIG CHECK



INSPECTION FORM: 12

## HANDRAILS & GUARDRAILS

**Purpose:** To ensure that rails around the rig are of the proper size and configuration required to provide safe work space for employees.

**For more information see:** 29CFR1910.23 and OSHA Stairways and Ladders Guide (publication 3124).



## Instructions

**LOCATION:** List all handrails and guardrails on the rig to facilitate thorough and accurate inspections and maintenance. Handrails are intended to protect workers along walkways and landings. Handrails should be installed on any change in elevation that exceeds 30 inches. Handrails on stairs are included in Form 16. In this document, guardrails are intended to protect areas from work activities and are designed to take impact that exceeds the specifications for handrails.

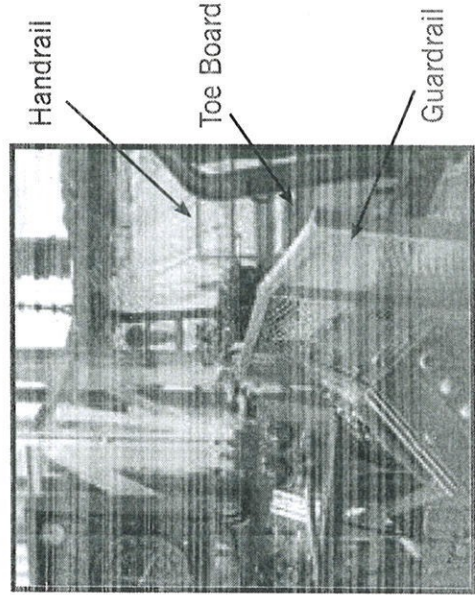
For each location, check the condition of the rail in terms of proper **height, mounting, toe board (kick plate), load rating and collision potential**. Note any problems in the comments section.

**HANDRAILS:** Measure the height of the handrail. The standard height for handrails is 42 inches measured from the floor to the top of the rail. Check that each rail is straight, smooth and securely attached. Where the rail is exposed to lifting activities, check that it is safety bolted into the pockets to prevent them from being lifted out and dropped. Confirm that all rails have an intermediate rail halfway between the floor line and the top rail and that they have a toe board at least 4 inches tall to prevent tools from being kicked off the edge. All rails should be capable of withstanding 200 pounds of force from the top rail in any direction.

**GUARDRAILS:** Check that the guardrail is securely attached to the main structure of the

rig and, if used for pulling or snubbing, it has a load rating marked to indicate the safe operating limit. Check that guardrails designed to protect the driller's or operator's console are configured to protect the operator from broken chains, cables, or loose equipment from the floor.

**COLLISION POTENTIAL:** Check that rails are not in areas where they will collide with equipment. Pay particular attention to rails used on the racking board or on the stabbing board and check that they do not extend into the path of the traveling equipment. These installations should be checked each time they are used to ensure they are compatible with the current equipment configuration. Collision avoidance issues should be well planned and documented to all crew members to prevent contact with the elevators or top drive system.





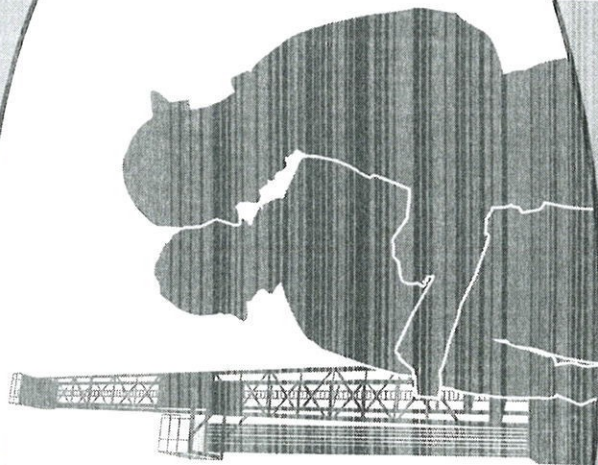
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# RIG CHECK



INSPECTION FORM: 13

## GRATINGS & WALKWAYS

**Purpose:** To ensure walking and working surfaces around the rig are of the proper size and configuration required to provide safe work space for employees.

**For more information see:** 29CFR1910.23.



## Instructions

**LOCATION/TYPE:** List all gratings and walkways on the rig and identify their purpose.

Inspect each grating and walkway for proper **attachment**, **condition**, and **load rating**.

### Gratings

**ATTACHMENT:** Check that they are secured and do not move when employees walk or step on them. Check that hinged gratings are equipped with a pop-up handle that does not present a trip hazard and that the grating has some way to hold it open to prevent crush injuries from a falling grating hatch. Gratings covering belt drives, conveyors, or moving machinery must be bolted down securely and identified as needing a lockout procedure prior to removal. Gratings are used as machine or mud pit guards as well as a walking surface. Make sure to lock out and tag out the machine and block off the area if you need to remove the grating.

**CONDITION:** Look for corrosion or rust that may affect the load carrying capacity of the grating panel.

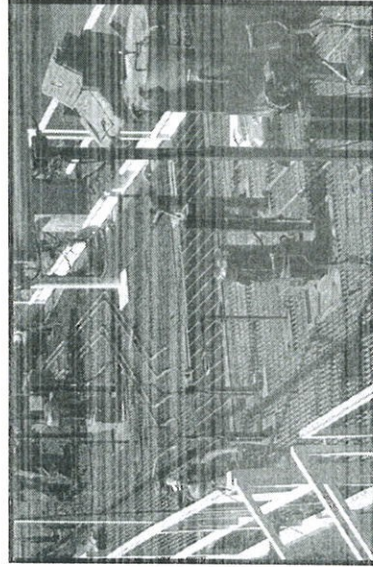
**LOAD RATING:** Clearly post the load rating in the area. Load bearing grating should not be bent or broken and should never be covered with boards or plywood intended to reinforce or repair damaged grating.

### Walkways

**ATTACHMENT:** Check that walkways used to bridge between rig tanks or other rig components, are securely attached at both ends to prevent movement following rig up. Walkways must be bolted or pinned in place with no large gaps in the walking surface. Check that sliding walkways have pin systems to hold them in place. Check that walkways installed above working areas also have a safety cable installed if the potential exists for it to be broken loose by hoisting equipment or other mechanical means.

**CONDITION:** Inspect all lifting eyes used to position the walkway, they should be in good repair and lift the walkway level to facilitate installation. Look for corrosion and bent or otherwise damaged sections.

**LOAD RATING:** Walkways should never be modified to carry loads they were not designed for. Walkways that carry hoses, electrical cables, or piping systems in addition to foot traffic should be designed to provide a clear walking area and be rated for the loads it will carry.





## Grating and Walkway Inspection

Mark with ☒ for OK. Mark with ☐ for bad

Mark with ☒ for OK. Mark with ☐ for bad

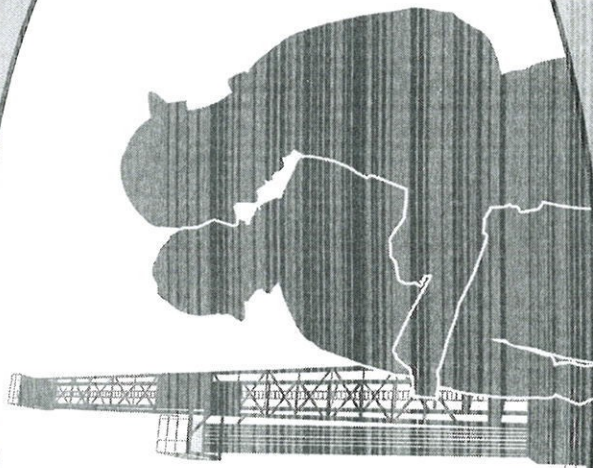
Name: \_\_\_\_\_

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# RIG CHECK



## INSPECTION FORM: 14 AUXILIARY HOISTING LINES

**Purpose:** To ensure that hoisting lines are operating properly.

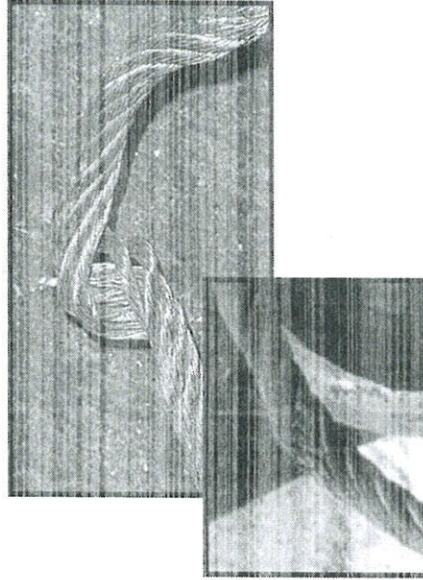
**For more information see:**  
API Recommended Practice 54.



## Instructions

**LOCATION / TYPE:** Note the location and type of each auxiliary hoisting line found on the rig.

**CABLE CONDITION:** Check the condition of each wire rope. Look for kinks or cuts in the line from being pinched or impacted. Look for crushing of the cable on the drum or anywhere along the line where the internal core may have failed. Look for broken wires along the length of the line and replace as per company guidelines. Look for worn areas along the line. Cables that have rust down inside the strands should be replaced. Note specific problems in comment section.



**SHEAVES:** Check structural members used to support sheave installations for cracks, deformities, and wear. The sheave should hang freely and be able to turn as needed when under load. Inspect the spindle or mandrel in the swivel assembly for wear. Shackles used to hang the sheave must be of the 4-part type with bolt and locking pin. Screw pin type shackles should not be used in overhead applications. Check that safety cables are

installed where they do not interfere with the normal operation of the sheave.

**ROUTING:** Check that the routing of the hoist cable runs freely without excessive contact with structural components of the mast. Pay particular attention to areas around the racking board and fingers where the cable can become trapped and cause excessive wear to the fingers and cable. Check equipment to see if hoist lines have been in contact with them. Top drive drilling units, rotary hose and service loop clamps, and stabbing boards can all be damaged by, or cause damage to hoisting lines.

**LINE GUIDES:** If used, check to ensure they are not causing undue wear on the cable and that they are performing properly. Screw pin shackles should not be used for line guides on active hoist lines. The pins may be unscrewed by the movement of the cable and result in a dropped object.

**END CONNECTIONS:** Check that thimbles and mechanical sleeve fittings are not deformed or bent. Check for broken wires in and around factory installed mechanical sleeve fittings.

Active hoist lines should always have factory installed fittings. If wire rope clips are used on hoist lines, the load rating of the cable should be reduced by 20 percent. Poured socket fittings done with Thermoset resin should be checked for cracks and broken resin in the fitting. Inspect the winch socket to ensure the anchor point is secure and the cable will not come off the drum.