

**ATWOOD OCEANICS  
OPERATIONS MANAGER  
COLE LUCKY**



- Transferred to Australia for the start up of the Atwood Falcon 2002
- Also present for startup of the Atwood Eagle in 2004



# HISTORY

- Atwood Falcon worked in South East Asia for 5 years prior to relocating to Australia
- Senior personnel were local labour (crane operators, AD's)
- Local Australian crews not familiar with equipment, rig, or personnel



# WHAT WENT WRONG

## ATWOOD FALCON

- Perception of being rushed (LTAs and Incidents)
- Not all hands were well experienced
- Core rig crew didn't get to know new hires before starting (Team Building)
- Induction was focused on high profile items and not the basic Atwood SMS
- Not all personnel involved in induction
- Rig loaded with Contractors equipment
- Including safety pushers on crew schedule



# WHAT WENT WELL

## ATWOOD FALCON

- 2.5 day induction
- Outdoor activities involving crews
- Campaign SH&E developed



# CREW SELECTION – EAGLE 2004

- Over 750 applications received from advisements in 4 papers across Australia.
- All applicants selected were interviewed with reference checks carried out.
- The least experienced hand had worked offshore for 1 year.
- Personnel who had worked for Atwoods in the past that were re-hired (51%)



# ONSHORE INDUCTIONS

- **Conducted over 3 days at Joondalup resort, 177 attendees (118 Atwood, 23 Operator and 36 Service company hands)**
- **EDN conducted activities regarding team building which involved outside exercises**
- **Interaction between Operator, Contractor and Service Companies proved invaluable with new personnel**
- **Many personnel had time to mingle with Senior Management of the Operator (BHPB & Apache) and Contractor (Atwood)**
- **Commitment from Senior Management included attendance by  
John Irwin – CEO Atwood Oceanics  
John Stobart – BHPB World Drilling Manager  
Jim Bass – Apache Managing Director**



# OFFSHORE INDUCTION

- Each crew did a three day offshore induction on the rig
- Offshore induction included training on JSA, STOP, HAC & SAM before crews even did practical training
- Crews had 'work packs' containing JSA's, STOP cards, SAM cards, checklists, and SWP that involved a particular task
- Introduction to the IADC CAP program.
- Practical training was initially one on one with the supervisor and then working together as a group to accomplish a particular pre-set task
- Included Third Party as part of the team



# RIG STARTUP

- **Emergency Response Training carried out before going to location.**
- **Lifeboats lowered and all operating correctly.**
- **Helideck training carried out by Barge Engineer and Bristow Helicopters early March 2004**
- **Equipment loaded on/off the rig in preparation of drilling operations.**
- **Developed a team atmosphere**





# CONCLUSION

**‘Taking the time necessary to do the job  
right first time’**

**John Irwin  
CEO Atwood Oceanics**

**Realizing that just the induction alone does  
not create a safe work place. Safety must be  
demonstrated through commitment and  
dedication on a daily basis**

**Thank You**



# CONCLUSION

**‘Taking the time necessary to do the job  
right first time’**

**John Irwin  
CEO Atwood Oceanics**

**Realizing that just the induction alone does  
not create a safe work place. Safety must be  
demonstrated through commitment and  
dedication on a daily basis**

**Thank You**



