

DRILLING AND SERVICE RIG INSPECTION REPORT

Date of Inspection APRIL 5, 1973 Date of Last Inspection FEBRUARY 16, 1973
 Well Name WESTCOAST ET AL N. PORCUPINE YT F-72 Location
 Operating Company WESTCOAST Contractor BRINKERHOFF Rig No. 14
 Operation in Progress REAMING Depth 5984 Projected
 Spud Date JANUARY 19, 1973 D.A. No. 625 Total Depth 9500
 Depth of last casing string 13 3/8" @ 934'
 Toolpush BOB LIDEN Operators ROLLY GABLE Conservation
 Signature Signature Representative JOHN KIRK
 Signature Signature Engineer
 Signature Signature Signature

N.B.: See Page 2 - Remarks re items checked as 'Unsatisfactory' or 'No'.

I. GENERAL
 SEE COMMENTS ON PAGE 2

1. D.A. posted
2. Tour Reports complete, up to date and signed.
3. Location of wellsite with respect to natural & installed facilities
4. Dump adequately contained
5. Housekeeping
6. Radio communication in working order.
7. Camp & kitchen facilities clean and sanitary.
8. Adequate waste disposal
9. Deviation surveys every 500' minimum and recorded in tour book

II. SAFETY

1. Flare pit and burn pit greater than 150' from wellbore.
2. Boilers greater than 150' from the wellbore.
3. Rig lights operating and with protective covers.
4. Electrical fixtures within 75' of wellbore explosion proof.
5. Power plant grounded.
6. Adequate gas masks; Type:
7. Resuscitator with adequate supply of air.
8. Minimum of two 20# powder fire extinguishers in doghouse.
9. Minimum of two 5 gal. CO2 fire extinguishers in each boiler house.
10. Fire extinguishers in camp.
11. First aid kits; No.:
12. Safety goggles
13. Stretchers and blankets
14. All moving parts safely guarded
15. Necessary guard rails in place
16. Safety meeting held and recorded in tour book.
17. Fuel storage greater than 75' from wellbore.
18. Every driller has valid first aid certificate.
19. Air support for medical emergency

20. Fireproof material in rig shelter	Yes	No	Yes	20. Fireproof material in rig shelter	Yes
21. Wiring high enough above ground for clearance.	Yes	No	Yes	21. Wiring high enough above ground for clearance.	Yes
22. Hard hats worn on rig or in potentially dangerous areas.	Yes	No	Yes	22. Hard hats worn on rig or in potentially dangerous areas.	Yes
23. All breathing apparatus tested monthly & recorded in tour book.	**	US	S	23. All breathing apparatus tested monthly & recorded in tour book.	Yes

III. MUD SYSTEM

1. Mud tank capacity	No	No	Yes	1. Mud tank capacity	S
2. Safety valve on pump discharge line	No	No	Yes	2. Safety valve on pump discharge line	S
Type:	No	No	Yes	Type:	S
3. Mud weight relative to depth.	No	No	Yes	3. Mud weight relative to depth.	Yes
4. Gas analyzer.	No	No	Yes	4. Gas analyzer.	Yes
5. Degasser, if mud tanks in rig shelter	No	No	Yes	5. Degasser, if mud tanks in rig shelter	Yes
6. Mud level warning system. Type:	No	No	Yes	6. Mud level warning system. Type:	S
7. Condition of Kelly hose.	No	No	Yes	7. Condition of Kelly hose.	Yes
8. Mud mixing platform clean.	No	No	Yes	8. Mud mixing platform clean.	S
9. Studs and nuts on fluid cylinder head and valve covers.	No	No	Yes	9. Studs and nuts on fluid cylinder head and valve covers.	S
10. Pressure rating of mud discharge line	No	No	Yes	10. Pressure rating of mud discharge line	S
11. Mud gun anchors.	No	No	Yes	11. Mud gun anchors.	S

IV. ENGINES AND FUEL

1. Condition of motors	No	No	Yes	1. Condition of motors	S
2. Engine air inlets greater than 40' from wellbore.	No	No	Yes	2. Engine air inlets greater than 40' from wellbore.	Yes
3. Engine exhausts greater than 40' from wellbore.	No	No	Yes	3. Engine exhausts greater than 40' from wellbore.	Yes
4. Where engine exhausts exceed 400°F., such exhausts less than 75' from wellbore are insulated	No	No	Yes	4. Where engine exhausts exceed 400°F., such exhausts less than 75' from wellbore are insulated	Yes
5. Motor safety shut down on floor.	No	No	Yes	5. Motor safety shut down on floor.	Yes
6. Condition of lines.	No	No	Yes	6. Condition of lines.	S
7. Shut-offs checked weekly and recorded on tour sheets.	No	No	Yes	7. Shut-offs checked weekly and recorded on tour sheets.	Yes
8. Water connections on engine exhausts working.	US	US	S	8. Water connections on engine exhausts working.	S

V. FLOOR AND DERRICK

1. Stabbing valves handy.	No	No	Yes	1. Stabbing valves handy.	Yes
2. Kelly cock operation.	No	No	Yes	2. Kelly cock operation.	S
3. Emergency alarm.	No	No	Yes	3. Emergency alarm.	S
4. Tong lines and tong dies.	No	No	Yes	4. Tong lines and tong dies.	Yes
5. Hoisting line examined weekly and recorded in tour book	No	No	Yes	5. Hoisting line examined weekly and recorded in tour book	Yes
6. Exits from all four sides of rig floor.	No	No	Yes	6. Exits from all four sides of rig floor.	Yes

* Satisfactory
 ** Unsatisfactory

7. Pick up slings	S*	US**	
8. Two exits from pumphouse	Yes	No	12. BOP's tested before drilling out.
9. Escape line from monkey board	S	US	13. BOP stack enclosed and heated.
10. Condition of hook latch	S	US	14. Manifold outside substructure enclosed and heated.
11. All derrick floor exits open outward from floor.	Yes	No	15. Flange bolts in place & tightened
12. Stabbing valve adapters	Yes	No	16. High pressure lings, valves, fittings used on BOP's.
13. Escape buggy checked weekly and recorded.	Yes	No	17. Accessibility of control valve handles.
<u>VI. BOP's</u>			
1. S.I. time on bag type preventer	S	US	18. Control arms for manually closing ram type preventer outside substructure.
2. S.I. time on rams	S	US	19. High pressure lines, valves, fittings on remote control unit.
3. Pressure test on bag type preventer.	S	US	20. Remote controls for BOP's greater than 75' from wellbore.
4. Pressure test on pipe rams.	S	US	<u>VII. ELECTRICAL</u>
5. Pressure test on blind rams.	S	US	1. All light fixtures and wiring in good condition
6. Valves open to manifold.	Yes	No	2. Light plant adequate for job.
7. Flare line tied down.	Yes	No	3. Standby light plant.
8. Accumulator hydraulic reservoir	S	US	
9. Standby pressure source - ie: Nitrogen	S	US	
10. BOP drill witnessed	Yes	No	
11. General crew knowledge of blowouts and kicks.	S	US	

* Satisfactory
** Unsatisfactory

REMARKS RE- ITEMS CHECKED AS 'UNSATISFACTORY' OR 'NO':

Rig was in satisfactory condition.

The motor shut offs were checked and did not function properly. It appeared that the shut offs had not been checked for a considerable period of time. The operator was instructed to make necessary repairs and then re-check the shut offs the following day, phoning the results to the Inuvik Office.

Motor shut offs should be checked at least every week, and as often as circumstances allow. Shut off results should be recorded in the daily tour sheets.