



# OIL & NATURAL GAS CORPORATION (WOU) KARMACHARI SANGHTANA

AFFILIATED TO - PETROLIUM & GAS WORKERS' FEDERATION OF INDIA

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REF. : ONGC/KS/137/2017

DATE : 22/09/2017

To,

The ED - HDS,

ONGC - WOU,

11 High, Bandra Sion Link Road,

Sion, Mumbai : 400 017.

D/C

**Subject : Drawing your attention towards Dry Docking of Rig Sagar Jyoti, immediate all-round maintenance of the issues mentioned below :**

Respected Sir,

We are in a receipt of serious grievance letter on multiple issues from the crew members of Rig Sagar Jyoti. At the outset it is very surprising to know that Rig Sagar Jyoti has almost completed 30 years and no dry docking has been done in all these years. The dry docking of the Rig is long overdue and almost all equipment are in decapitated condition.

This may lead to an fatal accident or are we waiting for an accident to happen and claim insurance, feeling relaxed that in any case the families of the effected employees will get compensation through CSSS, I understand my language is too offensive neither I wish to, but dry docking stretched to 30 years speaks for itself, either way it will not be in the interest of the organisation neither for the employees.

We would like to bring to your notice narrating the issues point wise as mentioned in the letters.

### **Problems of Top Drive :**

- Both the motors are replaced by new one, still not working properly.
- Optical fibre cable changed which was procured after a year of persuasion.
- Electronic cards which are German made are also replaced.

- Top Drive was transferred from Rig Sagar Samrat before four years.

**And other problems :**

- Shri. Rakib Ahmad, DGM (Drilling)-OIM is refusing for the use of rough neck at the time of pull-out.
- Still the pipes are opened by rotary table. Spinner on the rig is not in working condition from last 2 years.
- Life boat capacity of two available boats are 84 only, but POB is always above 105 from since 2 to 3 years.
- Top drive had hit the monkey board three months back and same incident had occurred 4 years back also. As there was reaming operation going on, no Topman was on the monkey board so they could save fatal accident, but these may not happen every time.
- Draw works was installed before 30 years. Till date overhauling of the same is yet to be done. Cooling system is also out of order.
- As high clutch is not operative, draw works is operated at low clutch only. As cooling systems is out of order burning smoke from brake bands are observed due to overheating. Pneumatic slips are not available on Rig for the last 8 years.
- Tongs are totally worn out having over lived their age do not grip properly, this necessitates three Rigmens to latch the tong. During last 20-25 years no new tongs are made available on Rig.
- Available pipe spinner & mud bucket of Rig is not in working condition for almost a decade.
- Main ridding belt from Rig floor to Monkey board is not available. Requirement is placed over one year.

Moreover we have spent sizable amount to repair the Top Drive, reasons best known to OIM is not allowing to operate the same, is also a matter of serious concern.

All these issues are pertaining to safety and serious in nature we are only promoting accident prone circumstances on Rig. Allowing more persons on board than the life boat capacity is deliberate violation of Safety Guide lines. Kindly give directives to concerned authorities to initiate the action for procurement of above mention items without any further delay.