



OIL & NATURAL GAS COMMISSION (W.O.U.) KARMACHARI SANGHATANA

AFFILIATED TO - PETROLIUM & GAS WORKERS' FEDERATION OF INDIA

Reg. No. (By - II - 8268)

Tel. : 2659 9775

Flat No.102, 1st Floor, Acme Harmony-I, Poonam Nagar, Off. JV Link Road, Andheri (E), Mumbai - 400 093.

REF. : ONGC/KS/ 178/2016

DATE : 1/12/2016

To,
The C &MD,
ONGC,
Jeevan Bharati – II,
Indira Gandhi Chowk,
New Delhi,

o/c

The Director (Offshore),

The Director (T&FS),

The Director (HR),

The Director (Finance),

Subject: Mockery of safety at its peak, having paper-thin value of Human Recourses, Gadgets and Equipment's.

Respected Sir,

We are in receipt of complaint letter from crewmembers of Rig Sagar Bhushan regarding the deteriorating condition of equipments on ship and the complete Rig itself. After going through the detailed content of the letter, a question lingers in our mind, “ does management really wants to continue with the said Rig or any workout is being done to replace the same with a new one, equipped with latest technology”.

In one of our meetings it was brought to our notice in reference to the input the Rig is not giving performance, “it was very offensive and humiliating”, Its not a ghost Rig that it operates by itself, we the crewmembers operate it and what exactly is input for performance, after going through the details we feel it needs immediate Dry docking.

If the management is of any idea of purchasing a new Rig, which will be more equipped technically to encounter the uncertain cyclonic weather conditions of East coast also the nature of drilling activity, than once again this Rig needs to be anchored immediately to the shore, if we do not want a repeat of MHN and loss of human resources, our best asset as claimed at managements end.

Anchor system, SCR system, accommodation, Power Generation, Water Maker, Master control & Electrical system everything has been detailed in the complaint letter.

All these equipment's are not working properly due to ageing and lack of spares. Some of the systems, equipment's are obsolete which needs replacement by new advance system or and equipments.

Water maker on the ship is out of order since 2008. At present bisleri cans are supplied by caterer and pot water is taken from supply boats which sharply increase operational cost to ONGC. Installation of new water maker is the only remedy, this relates to health and hygiene of crew.

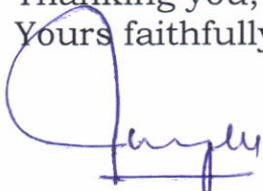
Proper dry-docking has not been done for along time hence whole body of the ship has corroded, severity may please be gauged, and necessary course of action needs to be expedited. The aging equipments and systems has created salting problems on the rig, which is very serious and may lead to fatal accidents on the Rig.

There is complaint of crewmembers supplied by Shipping Corporation of India, which is not up-to the mark rather highly pedestrian in experience. Manpower supply contract is awarded to SCI, without assigning any responsibility neither any accountability has been fixed with SCI, hence proper maintenance of marine equipment's are not done.

Shipping Corporation of India should be given proper instructions, we have chosen them being master in the field. They must provide us experience and skilled manpower for maintaining our rig.

Your esteemed authority is requested to look into the matter and kindly give direction to the concern authorities to work out for immediate dry-docking so that proper up gradation can be done and ship can be made available for drilling in east coast in the interest of safety of the crewmembers on the Rig, as well as organization. This will stop people commenting about its poor performance, and keep our moral high, also it is our earnest request before commenting please keep in mind the long tenure we have given to the Rig and how we value the same.

Thanking you,
Yours faithfully,



O/c

(Pradeep Mayekar)
General Secretary

Copy to :

1. ED - CDS, ONGC-WOU, 11 High, Sion, Mumbai 17.
2. ED - HRO, ONGC-WOU, Gr. Heights, Bandra (E), Mumbai 51.
3. ED - CDS, ONGC-WOU, 11 High, Sion, Mumbai 17.
4. DGM - I/c, IR, ONGC-WOU, Gr. Heights, Bandra (E), Mumbai 51.
5. CM - I/c, HR/ER, Services, ONGC-WOU, 11 High, Sion, Mum: 17.

Handwritten notes and signatures:
2/12/16
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To,
The Director T&FS
8th Floor, 11 High,
Sion Dharavi link road
Mumbai-17

Date: 16/10/16

Sub: Condition of Equipments at Sagar Bhushan drillship.

Respected Sir,

This is to draw your kind attention to the working condition (Including marine contract with SCI) and the condition of equipment's at Sagar Bhushan Drill ship. Also sir, the ship has success fully completed drilling well..... with proven reserve.

But to provide such output and for more better performance we request you to kindly look into the following problems faced by us.

Anchor winch(Eight anchors): The system which is very critical to hold the 11000ton ship in its position is in very bad condition (since last 2 wells),The entire electrical control system including the most critical breaking system of the drum is on the verge of failure with frequent shutdowns (also anchor ropes slip into ocean)due to ageing and lack of critical spares .

SCR system: The system is the backbone of the entire drilling operation related DC motors which is in very pathetic condition due to non availability of critical spares (control cards of generators) and obsolescence of the system.

Accommodation: The accommodation of the ship is very old almost 30years hence the human waste treatment system and water line system of the ship are in very bad shape ,the ship has a sewage treatment plant but it's not in good shape with frequent failures.

Power Generation: The obsolete Diesel generator has a very less efficiency hence consuming a large amount of diesel (approx. 6000lit/day) and also fourth number generator (total -4) is out of operation and only three generators are now functional.

Water Maker: The two water makers on board sagar bhushan is out of operation since 2008 hence lot of cost is incurred by the company in the supply of fresh water for daily use in ship via supply vessels.

Master Control & Machine Control Room and Electrical system: The obsolete system which came up with the ship is not having any spares since the standards and technology used in the system is not used/available, hence very difficult to maintain the system which

is very much needed for smooth functioning of the Drill ship. The electrical system of whole ship is in very bad shape due to corrosion and ageing.

Also sir, we would like to draw your attention towards the differential treatment Sagar Bhushan gets with respect to Sagar Vijay. The ship SAGAR VIJAY got opportunity to do dry docking in Cochin and Colombo (1996, after this Vijay went in contract to Sidco) were as the ship Sagar Bhushan got only chance to have poor quality dry docking in Hindustan shipyard Vishakhapatnam (since last 7 to 8 years even painting of ship is not carried out hence corrosion of the body has taken place).

As you are aware Sir, our marine and navigation equipments are being taken care of by M/s SCI. We are sorry to inform that the quality of manpower deputed by M/s SCI is not good and also no clear definition of their responsibility on the ship. Hence the normal anchoring job and the maintenance of the marine equipments are in peril. (Even after having 31 marine crew on board the ship.)

Hence the General Secretary of Karmachari Sangatana requests a direct meeting with esteemed authority to take advice and discuss the critical problems on board drill ship Sagar Bhushan for its smooth and efficient operation.

The association would also like to intimate you that if stern action towards restoration of ships safety and its crews are not taken with immediate effect then the Association of employees will have to protest strongly for the unsafe, sub standard contract and dangerous working condition our organization is nurturing.

This is for your perusal please.

Thanking You

Yours sincerely
Sagar Bhushan Crew

Copy to: ED (CDW) -11 High
GM operation-11 High
Rig manager -Sagar bhushan
✓ General Secretary -KS

- 1) SONIL CHITNIS - (S/Manager)
- 2) Ramnath K. Thel - (R/Manager)
- 3) Bemannath R. Kutur - (Kutur)
- 4) Vijay Dalavi - (Vijay)
- 5) Sonil Chitnis - (Chitnis)
- 6) Parashram. M. Bhavsar - (Bhavsar)
- 7) B. P. Chopaste - (Chopaste)
- 8) D. M. Tali - (Tali)

- 9) Deepak B. Waghmare ———— Deepak
- 10) S. P. Ganesa ji ———— S.P.G.
- 11) A. S. Kethale ———— Asic
- 12) S. N. MAYEKAR ———— S. N. Mayekar
- 13) P. B. RASAM ———— B. Rasam
- 14) N. D. Pawar ———— N. D. Pawar
- 15) P. P. Shedge ———— P. P. Shedge
- 16) V. R. Mhetre ———— V. R. Mhetre
- 17) S. G. Phadane ———— S. G. Phadane
- 18) T. M. Saiyad ———— T. M. Saiyad
- 19) S. S. Sawant ———— S. S. Sawant
- 20) D. G. Koni ———— D. G. Koni
- 21) S. R. Babar ———— S. R. Babar
- 22) MANGESH JADHAV ———— M. Jadhav
- 23) P. A. MAINGADE ———— P. A. Maingade