



**IADC Rig Moving Committee**  
**11 February 2009**  
**Location: Holiday Inn**  
**Shreveport, LA**  
**Host: Moore Truck & Equipment Co.**

**Agenda Item: Welcome and Introductions**

David Cain, Patterson/UTI and Committee Chairman, called the meeting to order. David welcomed everyone and thanked Moore Truck and Trailer Equipment for hosting the meeting. Instructions for emergency procedures for the facility and muster points, should an emergency occur, were given. David asked everyone to introduce themselves, see the attendance sheet. The next meeting is scheduled for 19 May 2009 hosted by Hodges Trucking Company, LLC, Oklahoma City, OK.

**Agenda Item: Louisiana Department of Transportation & Development**

Joe Hurt introduced Unita "Sis" Guarisco, Administrator, Weights and Standards, who made brief opening statements and introduced Janet McCoy, Chief, Weights & Standards Police, who made a presentation on weights and enforcement. Elizabeth Zito, Transportation Permits Supervisor 2, then discussed permits and efforts of the LADOTD to make the permitting process better. After the presentations there was extensive question and answer session for all the LADOTD representatives in attendance.

**Agenda Item: Winch Truck Engineering Issues**

Michael McDowell, Senior Consulting Engineer with Aiken Engineering, Houston made a presentation on the process they went through to certify winch trucks for one rig moving company. The three main issues that have to be looked at are:

1. Load lifting
2. Boom support
3. Truck capacity

**Review and revise the Winch Truck Guidelines**

The committee viewed the changes made to the Winch Truck Guidelines at the last meeting. One attendee offered an addition to the document, but the committee voted to accept the changes without adding the proposed addition. The committee also voted to accept the hoisting line Working Load Limit (WLL) from B 30.5 Section 5 – 1.7. Discussion was held on the WLL for poles and bed components. One suggestion was 2.5 for poles and 2.5 for beds.

There was discussion on determining the WLL of old as opposed to new trucks. While newly built trucks may have engineering drawings and materials used in construction of the bed and poles, trucks that have been in service for a time might not have that information. In general all attendees agreed that the main hoist line was the weakest link in the trucks lifting system. The attendees agreed that the WLL of components such as wire rope, wire rope attachments, sheaves, and winches should be readily available. It was suggested that by using the inspection procedure agreed upon at the last meeting and listing WLL of purchased components, a lift test on older trucks using 115% of the rated capacity should be sufficient. After much discussion the question was raised that this same procedure could be used for new trucks as well. No decision was made on this issue.

Discussion was then held on load charts. One attendee explained how they develop their load charts. They use 85% of the WLL and conduct a number of lifts at various radii 6 feet, 11 feet, 16 feet, and 17 feet. They use a load cell and pull on the line until the front wheels come off the ground.

### **General Discussion:**

Joe discussed his conversation with the Oklahoma City Area OSHA office about the applicability of 29CFR 1910 181 to winch trucks.

Discussion was held on some new poles that were bent. It was determined that they did not meet the specification that they asked for. Another incident occurred when the load was dropped due to a miscalculation of the weight which caused a shackle in the system to break.

### **Action and Next Meeting Agenda Items**

1. Have representatives from Oklahoma Permitting make a presentation at the next meeting.  
Justin to arrange
2. Each company to provide information on their current pole structure to Joe Hurt.
3. Steve to make a presentation on their load cell at the next meeting.
4. Ken to provide an electronic copy of their driver training and qualifications to Joe Hurt.
5. Joe Hurt to add the driver information into the Winch Truck Guidelines.
6. Joe Hurt to forward the WWL document to the attendees for review and return with comments.
7. Next meeting to be held at Hodges Trucking facility located at 4050 West I-40 & Portland, Oklahoma City, OK.

### **Attendance Sheet**

Jimmy Frye	<b>5J Trucking</b>
Michael McDowell	<b>Aiken Engineering</b>
Randy Scott	<b>Bandera Trucking</b>
Anthony Zacniewski	<b>Bandera Trucking</b>
Lane Robertson	<b>Bishop Lifting Products, Inc.</b>
Kevin DeMoss	<b>Bishop Lifting Products, Inc.</b>
Scott Chrisman	<b>Chrisman Heavy Hauling</b>
Marcus McDonald	<b>DWS International Inc.</b>
Brian Smedley	<b>Helmerich &amp; Payne</b>
Justin Hodges	<b>Hodges Trucking Company, LLC</b>
Jimmy Hodges	<b>Hodges Trucking Company, LLC</b>
Steve Beeson	<b>Hodges Trucking Company, LLC</b>
Joe Hurt	<b>IADC</b>
Craig Simmons	<b>Kennedy Wire Rope &amp; Sling</b>
Wayne Moore	<b>Moore Truck &amp; Equipment</b>
David Cain	<b>Patterson UTI</b>
Randy Irwin	<b>R.W. Delaney Construction Co.</b>
Jimmy Delaney	<b>R.W. Delaney Construction Co.</b>
Kenneth Reynolds	<b>Shell Exploration &amp; Production</b>
Mike Poroo	<b>Southwest Ocean Services, Inc.</b>
Mike Walters	<b>T.K. Stanley, Inc.</b>
Brad Spaith	<b>T.K. Stanley, Inc.</b>
Jeff Farmer	<b>Trinidad Drilling</b>
Gary Rivers	<b>Trinidad Drilling</b>
David Jackson	<b>Tulsa Winch Group</b>