



RP 1.0: INSPECTION AND CERTIFICATION OF MASTS

A Recommended Practice (RP) for the
Canadian Land-Based Drilling Industry

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Introduction

The Canadian Association of Oilwell Drilling Contractors (CAODC) Engineering & Technical (E&T) Committee has developed a Recommended Practice (RP) for the inspection and certification of masts (DR). This document dated December 11, 2019 supersedes all prior editions of this Recommended Practice.

The information contained herein is a recommendation only of certification schedules for masts currently utilized in the Canadian drilling industry. An attempt has been made to establish some practical recommended operating practices for masts in the Canadian drilling industry.

The recommendations contained in this document should be considered in conjunction with the requirements of the original equipment manufacturers (OEM). Companies should operate and maintain the equipment within the operating limitations, such as load ratings, as designed by the OEM.

If the OEM stipulates increased levels of inspection or accelerated inspection/certification cycles, the contractors must follow the OEM guidelines unless granted approval to follow this CAODC Recommended Practice by a Professional Engineer.

CAODC has produced this Recommended Practice based on industry experience. However, this document should be considered in conjunction with all relevant legislation and the requirements of provincial regulatory authorities. This document should not be construed as a legal opinion, and users are advised to seek legal counsel to address their specific facts and circumstances.

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Range of Obligation

Throughout this RP the terms ‘must’, ‘shall’, ‘should’, ‘may’, and ‘can’ are used as indicated below:

Term	Usage
MUST	A specific or general regulatory and/or legal requirement that must be followed.
SHALL	An accepted industry practice or provision that the reader is obliged to satisfy to comply with this RP.
SHOULD	A recommendation or action that is advised.
MAY	An option or action that is permissible within the limits of the RP.
CAN	Possibility or capability.

Review Process

CAODC Recommended Practices are reviewed and revised, reaffirmed, or withdrawn at least every three years. A one-time extension of up to two years may be added to this review cycle. Email any comments or items of concern to rpfeedback@caodc.ca.

Revision Schedule

Revision date	Revision details
Edition 1	Sanctioned, 1994
Edition 2	Revised, 2002
Edition 3	Revised, August 2012
Edition 4	Revised, April 2015 <ul style="list-style-type: none"> – One-time extension provision revised to encompass blocks, top drives and crown assemblies – Provision to allow major repairs in field, revised
Edition 5	Revised, October 2016 <ul style="list-style-type: none"> – Content standardized and reformatted for alignment
Edition 6	Industry review, March 2019
Edition 7	Revised, December 2019 <ul style="list-style-type: none"> - 1000 Day Inspection Extension Change - Removal and allocation of Crown & Deadline Anchor to RP 2.0

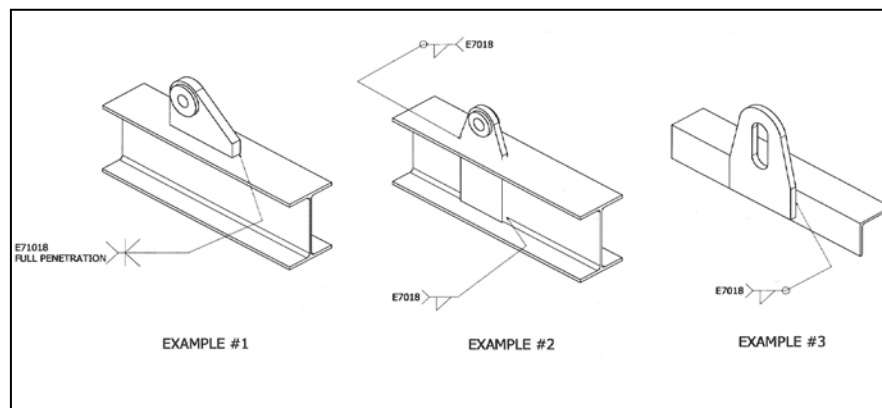
1. Scope

- 1.1** This recommended practice (RP) describes the inspection and certification schedule for masts currently utilized in the Canadian drilling industry, and is intended to ensure the safe and reliable operation by emphasizing training, inspection, handling and repairs.
- 1.2** For the purposes of this RP, a mast on a drilling rig is considered to be the entire mast structure and accessories, and includes but is not limited to:
- a) Mast lifting and attachment points;
 - b) Main legs;
 - c) Cross members;
 - d) Fan braces;
 - e) Girts;
 - f) Overhead attachments to the mast;
 - g) Racking board assemblies and mounts;
 - h) Escape line and fall arrest anchor points;

2. Mast Lifting Points - Transportation and Handling

- 2.1** Lifting points, also commonly referred to as lifting lugs, must be designated and designed to withstand the rigors of typical field transportation and handling operations.
- 2.2** Lifting points must be designed and clearly marked for handling a completely assembled mast or separate disassembled mast sections.
- 2.3** Lifting points must be visible for pre-use inspections and evaluations. Personnel must be made aware of their locations, importance, and proper use, and orientation.
- 2.4** Lifting points shall be designated and rated by either a Professional Engineer, as described in Section 8.1.4, or OEM Agent, as described in Section 8.1.6.

- 2.5 Any new lifting point installed on a mast must be identified with a capacity rating and certified by either a Professional Engineer, as described in Section 8.1.4, or OEM Agent, as described in Section 8.1.6.
- 2.6 Mast certification must require that properly designed lifting points be installed or designated prior to issuing final certification to the owner.
- 2.7 Application of a load to any load bearing component within/on the mast structure, not considered in the original design, must be approved and certified by either a Professional Engineer, as described in Section 8.1.4 or OEM Agent, as described in Section 8.1.6.
- 2.8 Where a sling is used at a lifting point, the type of sling utilized will be at the discretion of the contractor and certifying party. All rigging and slinging must be approved by the responsible party prior to use.
- 2.9 The figure below, depicting typical mast lifting lugs, provide an example of some typical lifting points that may be employed at designated attachment points on a mast:



3. Overhead Attachment Points to the Mast

- 3.1 Any equipment mounted within/on the mast structure is considered an overhead attachment point. Approval of secondary securement and cable retention methods is the responsibility of the owner.
- 3.2 Examples of overhead attachment points include but are not limited to:
 - a) Block hanging mounts, and operational lugs;
 - b) Casing handling equipment that is not overhead equipment;
 - c) Kelly hoses, Kelly hose safety clamps, and/or any attachments to the mast via lug or sling around a mast member;

- d) Mast & Lease lighting mounts within/on the mast structure and their cable securement points.

- 3.3** Any new load bearing attachment point must be identified with a capacity rating and certified by either a Professional Engineer, as described in Section 8.1.4, or OEM Agent, as described in Section 8.1.6.
- 3.4** Application of a load to any load bearing component within/on the mast structure, not considered in the original design, must be approved and certified by either a Professional Engineer, as described in Section 8.1.4, or OEM Agent, as described in Section 8.1.6.
- 3.5** No work shall be performed when the application of a load to any load bearing component within/on the mast structure has not been rated and certified by either a Professional Engineer, as described in Section 8.1.4 or OEM Agent, as described in Section 8.1.6.
- 3.6** All rigging and slinging must be approved by the responsible party prior to use.

4. Inspection Types

To ensure that masts are properly maintained and serviceable, six levels of inspection are recommended. At the time of scheduling inspection work, it is advised that the OEM agent or certifying Professional Engineer is contacted to ensure any related Safety or Product Bulletins are included in the scope of work:

4.1 Pre and Post Move Inspection

4.1.1 When transporting a mast it is imperative that damage does not occur to the critical structures within the mast structure. To prevent damage from occurring:

- a) Proper handling procedures must be observed;
- b) Affected personnel must be trained accordingly, and
- c) A pre-move safety meeting must take place that includes discussion on the location of the lifting points to be used as well as any other handling issues unique to the mast structure.

4.1.2 To ensure damage has not occurred to the mast structure, pre-move (loaded) and post-move (unloaded) visual inspections must be performed.

4.1.3 Pre and Post Move Inspection Personnel

Pre and post move inspections should be performed by both the Rig Manager and the trucking company representative.

4.1.4 Pre and Post Move Inspection Documentation

Pre and post move inspections should be documented and retained according to company policy and procedures.

4.2 Level I Inspection

4.2.1 A Level I inspection is a visual observation of the mast prior to, and/or during normal operation, and/or during routine maintenance.

4.2.2 Level I Inspection Personnel

Level I inspections are performed by Operating Personnel, [as described in Section 8.1.2](#), and should also be included as part of the daily rig walk around carried out by the Driller or Rig Manager.

4.2.3 Level I Inspection Documentation

Level I inspections shall be recorded in the tour sheet.

4.3 Level II Inspection

4.3.1 A Level II inspection is a Level I inspection that includes a more thorough inspection of the load bearing components including mast mounted utility sheaves that involves checking for:

- a) Proper lubrication;
- b) Obvious external cracks;
- c) Damage and/or premature wear or deterioration;
- d) Missing parts or guards.

4.3.2 Mast mounted utility sheaves should be thoroughly checked for:

- a) Excessive wear, damage or cracking;
- b) Proper line size, and lubrication;
- c) Unrestricted rotation.

4.3.3 Sheave and wire rope retention shall be included in the inspection of all sheave applications.

4.3.4 Level II Inspection Personnel

Level II inspections are performed by Operating Personnel, as described in Section 8.1.2. Level II inspections should be carried out by the Driller or Rig Manager.

4.3.5 Level II Inspection Documentation

Level II inspections shall be recorded in the tour sheet.

4.4 Level III Inspection

4.4.1 Upon reaching the required number of operating days, as outlined in [Section 6 - Inspection Frequency](#), a thorough visual inspection of the following critical components is required to determine the condition of the mast:

- a) All load bearing components;
- b) All structural and overhead non-structural welds, and
- c) All lifting and load bearing attachment points.

4.4.2 The mast must be clean and all load bearing components, as determined by either a Professional Engineer or OEM Agent as described in [Section 8.1 - Personnel Qualifications, must be accessible for inspection. Any components with suspected damage are to be NDT inspected.](#)

4.4.3 All Level III inspections shall adhere to the minimum requirements outlined in the CAODC Level III/IV Mast Inspection Summary Form and Checklist contained in this document.

4.4.4 Operations Level III

The Operations Level III inspection requires the mast & rig equipment to be cleaned and visually inspected in the field to determine serviceability and may include or require:

- a) Non-destructive testing (NDT) techniques on critical areas, and load bearing components;
- b) Some disassembly as required;
- c) Outside technical assistance.

4.4.5 Professional Engineer (P.Eng) Level III

The Professional Engineer (P.Eng) Level III inspection requires the mast & rig equipment to be laid over, on the ground, cleaned and visually inspected in the field to determine serviceability and at the certifying party's discretion, may include or require:

- a) Non-destructive testing (NDT) techniques on critical areas, and load bearing components;
- b) Some disassembly as required;
- c) Depending on history and equipment condition, rigs can carry on under the existing 100 day extension, or if approaching 1000 operating days, must either;
 - i. Complete a full Level IV and zero the days, or;
 - ii. Adopt the P.Eng Level III with a 1250 day carry over certification. A Level IV would then be required at the end of the 1250 day carry over to summate less than 2500 total operating days, then requiring a Level IV. Matching days with equipment in other RP's would be a consideration to align equipment frequencies.

4.4.6 All repairs required should be done in accordance with Section 7 – Repairs, Maintenance and Documentation.

4.4.7 Level III Inspection Personnel

Personnel qualified to perform and sign-off a Level III inspection include [Inspection Personnel, as described in Section 8.1.1.](#)

4.4.8 Level III Inspection Documentation

All Level III inspections must be documented in the CAODC Mast and Overhead Equipment Log Book, or suitable equivalent.

With the introduction of the Professional Engineer Level III at 1250 days, it is preferred that the original certifying party performs this work. In the situation where this is not possible, a different Professional Engineer is permissible. In either case, a 1250 day “carry over” Certification shall be provided to the owner. Note that certification liability durations vary by company and region.

Additionally, after the P.Eng Level III is performed, owners must complete and submit the CAODC Level III/IV Mast Inspection Summary Form contained in this document and submit to rpfeedback@caodc.ca to satisfy conditions outlined in CAODC Technical Information Bulletin T-19-05.

4.5 Level IV Inspection and Certification

4.5.1 Inspections require the equipment to be disassembled as required to do a complete inspection and may, at the certifying party's discretion, include NDT of all critical load bearing components.

4.5.2 Upon reaching the required number of operating days, as outlined in Section 6 - Inspection Frequency, the entire mast shall be Level IV inspected. At a minimum the following procedure is required:

- a) Place fully assembled mast on suitable supports;
- b) Clean mast as required to prepare for inspection;
- c) All lifting and attachment points are to be inspected for their:
 - i. Structural condition, and
 - ii. Intended use.

4.5.2.1 Inspecting these elements provides an opportunity to certify existing attachment points suitable to the typical working environment of the mast.

4.5.3 Inspection requirements will be at the discretion of the certifying party.

4.5.4 All repairs required should be done in accordance with Section 7 – Repairs, Maintenance and Documentation.

4.5.5 Level IV Inspection and Certification Personnel

Personnel qualified to perform a Level IV inspection typically include either a [Professional Engineer](#) or [OEM Agent](#).

4.5.6 Level IV Inspection and Certification Documentation

A certification document(s) will be provided by the certifying party and should include the following:

- a) Items outlined in the CAODC Level III/IV Mast Inspection [Summary Form, and Checklist](#);

- b) Static hook load rating (daN) with maximum lines strung;
- c) Clear height;
- d) Mast boom ratings;
- e) Escape line and fall arrest anchor point ratings;
- f) A diagram of lugs or designated lifting points on the mast, and a chart of the ratings applied that includes the intended use of each lug or designated lifting point;
- g) Document author;
- h) Date and period of certification;
- i) Mast serial number (if available);
- j) Name of manufacturer (if available);
- k) Date of manufacture (if available);
- l) Results of the Level IV inspection;
- m) Location of repairs (if applicable).

4.5.7 Level IV inspections must be documented in the CAODC Mast and Overhead Equipment Log Book, or suitable equivalent, and signed by the certifying party.

A 2500 day Level IV Certification shall be provided to the owner. Note that certification liability durations vary by company and region.

Additionally, owners must complete and submit the CAODC Level III/IV Mast Inspection Summary Form contained in this document to rpfeedback@caodc.ca to satisfy conditions outlined in CAODC Technical Information Bulletin T-19-05.

5. Contact with Critical Mast Components

- 5.1** If during an Operations Level III, P.EngLevel III, or IV inspections it becomes apparent that routine rig operations have resulted in, or may result in, a regular occurrence of significant contact with critical components of the mast, suitable equipment or procedures must be utilized to prevent damage. This may include the installation of sacrificial plating:

- a) Any sacrificial plates or other equipment installed for this purpose must be certified by either a [Professional Engineer](#) or [OEM Agent](#);
- b) Deflection plates, if required, should be installed so as not to hamper the line of sight, or the Driller's visibility.

6. Inspection Frequency

6.1 At a minimum, the inspection frequency for masts shall be conducted in accordance with the schedule below:

Documentation	Inspection Interval											
	Daily	Raise & Lower	250 Days	500 Days	750 Days	1000 Days	1250 Days	1500 Days	1750 Days	2000 Days	2250 Days	2500 Days
Tour Sheet	I	II										
Mast and Overhead Equipment Log Book			III	III	III	III	P.Eng III	III	III	III	III	IV

6.2 Should circumstances arise where OEM recommendations or individual experience dictate otherwise, CAODC member companies may conduct these inspections at greater frequencies.

6.3 One operating day = 24 accumulated operating hours from spud to rig release.

7. Repairs, Maintenance and Documentation

7.1 Occasionally repairs and/or maintenance following any Operations Level III, P.Eng Level III, or IV inspections may be required to retain the operating integrity of the mast.

7.2 Any damage that requires repair will be categorized as minor or major.

7.3 If there is any question as to whether the damage is minor or major, either a [Professional Engineer](#) or [OEM Agent](#) must be consulted.

7.4 Minor damage is considered damage or distortion to secondary equipment and includes:

- a) Ladder damage;

- b) Cosmetic damage and/or minor distortion to girts, and diagonal and fan braces;
- c) Walk around platforms on masts used for personnel positioning;
- d) Tong hangers;
- e) Monkeyboard fingers, wind walls, handrails, and diving board.

7.4.1 Minor Damage Repair Personnel

Minor repairs may be completed by [Operating Personnel](#) at the discretion of the Rig Manager or higher authority and do not require repair certification.

7.5 Major damage is considered geometrical distortion or structural damage and includes:

- a) Repairs to:
 - i. Main legs of the mast requiring any welding or replacement;
 - ii. A-legs requiring any welding or replacement;
 - iii. Bridle line attachments and load path points;
 - iv. Section pinning points;
 - v. Any other load bearing component;
- b) Repair to, or replacement of, strongbacks on the mast;
- c) Weld repairs to:
 - i. Locking assemblies on telescopic masts;
 - ii. Monkeyboard, excluding fingers and diving board;
 - iii. The escape line frame and fall arrest anchor points;
 - iv. Mast raising and lowering cylinders or cylinder mounting lugs (raising assembly).

7.5.1 All major damage must be repaired and, upon completion requires NDT inspection and documentation in the form of a repair certification. Post repair inspections must follow Section 4.5.1.

7.5.1.1 Re-certification provides an opportunity to certify existing attachment points suitable to the typical working environment of the mast.

7.5.2 Repairs may be completed in a field environment provided they can be performed adequately and are accessible for NDT inspection.

7.5.3 All major repairs shall be completed with the assistance of a [Professional Engineer](#) or [OEM Agent](#) approved procedure. The certifying party would supply the repair facility with a repair procedure and provide notes on the repair certification.

7.5.4 Major Damage Repair Personnel

Personnel qualified to instruct, oversee and certify major repairs include either a [Professional Engineer](#) or [OEM Agent](#).

7.6 Repair and Maintenance Documentation

7.6.1 All repairs and maintenance performed shall be documented in the CAODC Mast and Overhead Equipment Log Book, or a suitable equivalent, and include the following information:

- a) Date repairs and/or maintenance was conducted;
- b) Description of repairs and/or maintenance that was completed;
- c) For minor repairs, the [Operating Personnel](#) that completed the repair and/or maintenance;
- d) For major repairs, the certifying party of the repair

7.6.2 Major Repair Documentation (Recertification)

7.6.2.1 The certifying party should supply the repairing party with a certification document for the equipment requiring major repairs;

7.6.2.2 Repair certification is issued for the repair of damage and is intended to maintain Level IV certification. It does not extend the Level IV certification requirements unless a complete Level IV inspection is conducted in accordance with [Section 4.5 - Level IV Inspection and Certification](#).

8. Personnel Qualifications, Training and Documentation

8.1 Personnel Qualifications

It is the responsibility of equipment owners to ensure that individuals involved in the inspection, repair, and certification of Drilling Rig Masts are properly qualified, trained, and competent in their respective roles through documented education, training or experience as outlined in Section 8.2. Role specific requirements are listed below.

8.1.1 Inspection Personnel

Typical Inspection Personnel are considered to be individuals designated by the company that have:

- a) Knowledge of working principles of the equipment referenced in this RP;
- b) Mechanical competency in the disassembly of the equipment type and model, and;
- c) Experience and knowledge in drilling rig maintenance;
- d) P.Eng Level III Training in accordance with this RP for individuals other than Professional Engineers, and OEM agents.

Examples of Inspection Personnel include: Professional Engineers, , OEM Agents, Mechanical and/or Maintenance Managers and senior operations personnel such as Rig Managers, Field Superintendents, Technologists, Rig-up Superintendents, Shop Foremen, and Operations Managers.

8.1.2 Operating Personnel

Typical Operating Personnel are considered to be members of the rig crew that have:

- a) Knowledge of working principles of the equipment referenced in this RP, and
- b) Experience and knowledge in drilling rig maintenance.

8.1.3 NDT Technicians

At a minimum, NDT Technicians are required to have Level II, Canadian Government Standards Board (CGSB) certification or other approved certification/training at the discretion of the certifying party.

8.1.4 Professional Engineers

Professional Engineer's shall have:

- a) Previous experience and training in structural and/or mechanical analysis;
- b) A practical working knowledge of equipment referenced in this RP;
- c) Previous experience and training in the repair of the equipment referenced in this RP;
- d) Experience with general quality control standards, and
- e) Professional status in Canada.

8.1.5 Original Equipment Manufacturers (OEM)

The company who built the original piece of equipment under inspection.

8.1.6 Original Equipment Manufacturer Agent

A designate of the OEM that has a practical working knowledge of the specific equipment under inspection.

8.1.7 Welders

Welders must hold a valid Journeyman Welder certificate and have experience in drilling rig maintenance.

8.2 Personnel Training

8.2.1 To satisfy provincial regulations and ensure that equipment will operate in the manner for which it was designed, [Inspection](#) and [Operating Personnel](#) shall be adequately trained to conduct inspections (including visual) in accordance with this Recommended Practice.

In reference to CAODC Technical Information Bulletin T-19-05, the operating frequencies within this RP are approved based on several conditions including but not limited to improvements and focus on the Level III inspections, competencies, documentation, and training.

8.2.2 At a minimum, owner companies must arrange Level III training for personnel outlined in Section 8.1.1 with the content of this RP, and the CAODC Level III/IV Mast Inspection Summary Form and Checklist. Training sessions shall be performed by a Professional Engineer once every 5 years for each person designated by the company to perform this work.

8.3 Personnel Documentation

Companies shall have a process in place that documents and retains all training administered to company designated personnel referenced in this Recommended Practice and must include the following.

- Date of training
- Location of training
- Names and signatures of attendees
- Names and signatures of Professional Engineer(s) instructing the training session

9. Appendix 1: Level III/IV Mast Inspection Form



**LEVEL III / IV
MAST INSPECTION SUMMARY FORM**

Owners are responsible for submitting completed summary form to
rpfeedback@caodc.ca

Level III Inspection

Level IV Inspection

Date: _____

Company: _____

Rig #: _____

Location: _____

Mast Manufacturer: _____

Date of Manufacture: _____

Manufacturer's Drawing Available for Use in Inspection: Yes: No:

Historical Inspection Reports Available: Yes: No:

Manufacturer's Rating: _____

Mast Serial #: _____

Mast Type: _____

Clear Height: _____

Mast Position: _____

Mast Nameplate on Structure: Yes: No:

% Major Damage / Defects: _____

% Minor Damage / Defects: _____

Comments: _____

(PLEASE WRITE LEGIBLY)

Inspection Company: _____

Inspector Name: _____

Engineering Company: _____

Professional Engineer Name: _____

LEVEL III / IV MAST INSPECTION CHECKLIST

Items that do not need attention should be checked to indicate that the item was inspected. Items that are not applicable should be marked in the box as "NA" (not applicable). Items that are warped, worn, damaged, cracked welds, rusted, bent, in need of repair or replacement, or otherwise in need of further attention, mark an "X" in the box and provide comments on the inspected items.

✓	OK	X1	Major - Requires immediate attention (Provide comments regarding inspected items.)
NA	Not applicable	X2	Major - Requires attention next move
U	Unable to access	X3	Minor - Requires attention next maintenance
M	Missing	X4	Minor - Requires attention prior to the next Category III inspection

MAST: A structural tower comprised of one or more sections and then raised to the operating position. If the unit contains two or more sections, it may be telescoped or unfolded during the erection procedure.

PURPOSE & SCOPE OF INSPECTION: This report form and inspection procedure was developed as a guide for making and reporting field inspection in a thorough and uniform manner. The procedure is intended for use by operating personnel (or a designated representative) to the extent that its use satisfies conditions for which an inspection is intended. More detailed and critical inspections may be scheduled periodically or ordered to supplement a program of these inspections; if masts are used in the upper range of their load limits, or if structures may have been subjected to critical conditions which could affect safe performance. This form is provided strictly as a guide, and the CAODC accepts no liability whatsoever for its use or scope.

MARKING DAMAGE: At the time of inspection, damaged sections or equipment must be clearly and visibly marked so that needed repairs may be made. A bright, contrasting spray paint is suggested for this. When repairs are made, the visible markings should be removed by painting over them. It is also necessary for the inspector to write "None" when no damage markings are needed, as this is the indication that the item has passed inspection. It is recommended that inspection be made with assistance of manufacturer's assembly drawing and operating instructions. For items not accessible or that do not apply, draw a line through the item pertaining to the component.

1.0 Mast

1.1 Lugs Under the Crown Platform:

<input type="checkbox"/>	SWL Marked:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Holes		<input type="checkbox"/>	N/A

1.2 Fall Arrest/Climbing Assist Device Mounting

<input type="checkbox"/>	Support Pole:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Base:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Sheave Attachment:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Weight Bucket Attach:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:		<input type="checkbox"/>	N/A

1.3 Crown Saver Block(s):

<input type="checkbox"/>	Safety Mesh:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Cable:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Block(s) Condition:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Attachment Strapping:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Strapping Welds:		<input type="checkbox"/>	N/A

2.0 Mast Legs:

2.1 Front Leg, Drillers Side:

<input type="checkbox"/>	Leg Straight:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Connections:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Hole(s):		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:		<input type="checkbox"/>	N/A

2.2 Front Leg, Off Drillers Side:

<input type="checkbox"/>	Leg Straight:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Connections:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Hole(s):		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:		<input type="checkbox"/>	N/A

2.3 Rear Leg, Drillers Side:

<input type="checkbox"/>	Leg Straight:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Connections:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Hole(s):		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:		<input type="checkbox"/>	N/A

2.1 Rear Leg, Off Drillers Side:

<input type="checkbox"/>	Leg Straight:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Connections:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Hole(s):	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:	_____	<input type="checkbox"/>	N/A

3.0 Spreaders (Back Panel Trusses)

<input type="checkbox"/>	Members Straight:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Bolts:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin/Bolt Hole(s):	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:	_____	<input type="checkbox"/>	N/A

4.0 Girt(s) and Bracing:

<input type="checkbox"/>	Members Straight:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:	_____	<input type="checkbox"/>	N/A

5.0 Mast Feet or Pivots

<input type="checkbox"/>	Condition:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Hole(s):	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:	_____	<input type="checkbox"/>	N/A

6.0 Deadline Anchor Mounting:

<input type="checkbox"/>	Supports:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Bolts:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Anchor Mounting Welds:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Brass Inserts:	_____	<input type="checkbox"/>	N/A

**7.0 A-Frame/Gin Pole
7.1 Driller's Side Legs:**

<input type="checkbox"/>	Leg Straight:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Hole(s):	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:	_____	<input type="checkbox"/>	N/A

7.2 Off Driller's Side Legs:

<input type="checkbox"/>	Leg Straight:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Hole(s):	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:	_____	<input type="checkbox"/>	N/A

7.3 Spreaders or Trusses

<input type="checkbox"/>	Members:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:		<input type="checkbox"/>	N/A

7.4 Upper Connections:

<input type="checkbox"/>	Members:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:		<input type="checkbox"/>	N/A

7.5 Lower connections:

<input type="checkbox"/>	Pin connections:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Hole(s):		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:		<input type="checkbox"/>	N/A

8.0 Working Platforms

8.1 Racking Board:

<input type="checkbox"/>	Frame Straight:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Hole(s):		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Frame Welds:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Working Platform:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Landing Platform:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Handrails:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Ladder Access:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Fingers Straight:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Finger Welds:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Finger Safety Line		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Hoist Mounting		<input type="checkbox"/>	N/A

8.2 Casing Stabbing Board:

<input type="checkbox"/>	Frame Straight:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Handrails:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Working Platform:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Hoisting Assembly:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Hoist Mounting:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Lower Travel Stops:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin or Bolt Holes:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins or Bolts:		<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers		<input type="checkbox"/>	N/A

8.3 Tubing Support/Belly Board:

<input type="checkbox"/>	Frame Straight:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Handrails:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Holes:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Support Cables:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Cable Connections:	_____	<input type="checkbox"/>	N/A

9.0 Ladders:

<input type="checkbox"/>	Vertical Rails Straight:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Rails in Alignment:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Ladder Stand Offs:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Stand Off Connections:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Rail Welds:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Rungs:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Rung Welds:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Rung Spacing:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Access at Rig Floor:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Cage:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Toe Clearance	_____	<input type="checkbox"/>	N/A

10.0 Raising and Telescoping System:

10.1 Raising Line System:

<input type="checkbox"/>	Wireline:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Wireline—Sockets:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Sheaves Turn Freely:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Sheaves:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Grooves in Gauge:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Spacers or Seals	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Grease Fittings:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Bearings:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Line Guards:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Equalizer Assembly	_____	<input type="checkbox"/>	N/A

**10.2 Hydraulic or Telescoping System:
Hydraulic Cylinders—Raising:**

<input type="checkbox"/>	Seals:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Main Ram:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Cylinder Hinge Points:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Hinge Pin Hole(s):	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Hinge Pins:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Hydraulic Hoses:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Hose Connections:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Bleed Valve:	_____	<input type="checkbox"/>	N/A

Hydraulic Cylinder(s) Telescoping:

<input type="checkbox"/>	Seals:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Main Ram:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Cylinder Hinge Points:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pin Hole(s):	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Hydraulic Hoses:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Hose Connections:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Cylinder Stabilizers:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Bleed Valve:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Lubrication:	_____	<input type="checkbox"/>	N/A

Mast Guides:

<input type="checkbox"/>	Cleaned:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Lubricated:	_____	<input type="checkbox"/>	N/A

11.0 Latching Device & Seats—Telescoping Masts

<input type="checkbox"/>	Pin Hole(s):	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Bars/Dogs or Pawls:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Seats:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Mechanism:	_____	<input type="checkbox"/>	N/A

12.0 Tong Counterweights

<input type="checkbox"/>	Guides:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Weight Device:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Sheaves/Shafts:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Wirelines:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Cable Clamps:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:	_____	<input type="checkbox"/>	N/A

13.0 Miscellaneous Sheave Assemblies:

<input type="checkbox"/>	Clevis/Shackle:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Mast Lugs:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Sheaves:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Bearings:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Shafts:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Sheave Bolt:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Side Plate Bolts:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Bolt Safety Pins:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Grease Fittings:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Line:	_____	<input type="checkbox"/>	N/A

14.0 Mast Boom Assembly:

<input type="checkbox"/>	Mounting Brackets:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Sheaves:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Boom Pole:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Support Cable/Clamps:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Bolts/Nuts:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Sheave Shaft:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Bolt Safety Pins:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Grease Fittings:	_____	<input type="checkbox"/>	N/A

15.0 Ancillary Equipment:

15.1 Mud Line Clamps:

<input type="checkbox"/>	Pipe Clamps:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Leg Clamps:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Bolts/Nuts:	_____	<input type="checkbox"/>	N/A

15.2 Gas Vent Line Clamps:

<input type="checkbox"/>	Pipe Clamps:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Leg Clamps:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Bolts/Nuts:	_____	<input type="checkbox"/>	N/A

15.3 Climber Assist System:

<input type="checkbox"/>	Cable:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Cable Attachments:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Counterweight:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Sheave/Control Descent Device:	_____	<input type="checkbox"/>	N/A

15.4 Fall Arrest System:

<input type="checkbox"/>	Cable:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Cable Attachments:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Counterweight:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Sheave/Control Descent Device:	_____	<input type="checkbox"/>	N/A

15.5 Mast Escape Device:

<input type="checkbox"/>	Mast Attachment:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Cable:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Device Condition:	_____	<input type="checkbox"/>	N/A

15.6 Wind-walls/Frames and Attachments:

<input type="checkbox"/>	Frame Condition:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Frame Welds:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Frame Bolts/Pins	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Metal Wall Sections:	_____	<input type="checkbox"/>	N/A

15.7 Top-drive Mounting System:

<input type="checkbox"/>	Rail(s):	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Lugs:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Mounting Brackets:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Pins/Bolts:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Safety Pins/Keepers:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Cables:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Block Dollies:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Welds:	_____	<input type="checkbox"/>	N/A

16.0 Corrosion (refer to Section 7.2):

17.0 Paint/Coating

<input type="checkbox"/>	Sand Blasted:	_____	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Painted:	_____	<input type="checkbox"/>	N/A

18.0 Summary:

Number of Major Damage / Defects: _____ % of Major Damage / Defects: _____

Number of Minor Damage / Defects: _____ % of Minor Damage / Defects: _____

Total Number of Minor Damage / Defects: _____

19.0 Comments, Sketches, and/or Pictures:
