



Safety Alert

From the International Association of Drilling Contractors

ALERT 06 – 12

TOP DRIVE IMPACTS STABBING BOARD

WHAT HAPPENED:

A rig crew was running 9-5/8" casing when it became necessary to lay down a joint that had damaged threads. The joint was lowered into the V-door using the top drive and single joint elevators. As the top drive passed the stabbing board it caught the stabbing board extension bending the work platform down. There were no injuries and following a visual inspection of the stabbing board, work resumed. Note that this is similar to an incident that occurred previously.

WHAT CAUSED IT:

A Safety Bulletin issued previously recommended engineering out the risk of the top drive contacting the stabbing board is the preferred method for controlling the hazard.

Top drives have been added to many of the company's rigs, yet the pipe stabber must still reach out to the center of the rotary to properly align the casing for makeup. The stabbing boards then, if they haven't been modified, must be retracted to prevent impact each time the top drive passes by.

CORRECTIVE ACTIONS: To address this incident, this company did the following:

Issued some engineering options to manage this risk might be:

- Shorten the working platform as much as possible (involves measuring the distance)
- Modify the board in such a manner that it automatically retracts or folds up. i.e., install a counterbalance that results in the board extension flipping up when the stabber steps to the back of the board.
- Hinge the extension if it telescopes to allow for easier retraction.

These are just a few ideas that might work to minimize the potential for top drive/stabbing board contact. Please review your stabbing boards and, how are they operated to ensure the top drive does not hit the end of the board? What changes would you suggest to your equipment to "engineer out" the potential for striking the board with the top drive?

IADC Note: Please review safety alerts 00-32, 02-45, 04-40, 04-50,

The Corrective Actions stated in this alert are one company's attempts to address the incident, and do not necessarily reflect the position of IADC or the IADC HSE Committee.

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