

# **Safety Alert**

### From the International Association of Drilling Contractors

**ALERT 11 - 16** 

## HIGH POTENTIAL NEAR MISS – HOISTING LINE DISCONNECTED FROM DRAWWORKS DRUM

#### WHAT HAPPENED:

During well service operations the hoisting line (tubing line) disconnected from the drawworks on a well service rig. There were no injuries or equipment damage but severity potential was high. Loss of the hoisting line clamp could have resulted in dropping the traveling block. Fortunately the traveling blocks were in an elevated position in the mast with twenty plus wraps of hoisting line on the drum.

#### WHAT CAUSED IT:

- The hoisting line (tubing line) clamp was not torqued to 150 foot pounds as per the manufacturer's recommendations.
- The clamp was reused an undetermined number of times and the clamp's interior friction surfaces were worn significantly.
- The clamp's securing bolts were slightly deformed.
- The clamp was not visually inspected on a frequent basis in accordance with the manufacturer's guidelines.

### CORRECTIVE ACTIONS: To address this incident, this company instructed rig personnel in the following:

- The hoisting line (tubing line) clamp should be installed using a torque wrench to confirm that the Original Equipment Manufacturers (OEM's) recommended torque is applied to the clamp bolts.
- The clamp should not be installed on a flame cut hoisting line end. The clamp should be installed on a properly seized, mechanically cut wire rope end.
- The clamp should be inspected each time the clamp is removed from the line.
- The clamp should be replaced if any significant wear or deformation is observed.
- Replace the hoisting line (tubing line) clamp each time that the hoisting line (tubing line) is replaced.
- The clamp pocket cover should be removed and the clamp and hoisting line end should be visually inspected on a weekly basis.
- Marking the hoisting line adjacent to the clamp is advisable to more easily recognize if the clamp has slipped during operations.

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.