



Safety Alert

From the International Association of Drilling Contractors

ALERT 07 – 14

RIG DOWN LIFTING OPERATION RESULTS IN A FATALITY

WHAT HAPPENED:

The rig had made a number of moves with tires without breaking down the rig. The crews had not had to break the rig down for a conventional move for some time and the crew was inexperienced in the conventional process of moving a rig. On this move the rig needed to be broken down for a conventional move. The Driller (deceased) with a crew of two Floormen were disconnecting the bridle line from the traveling block. To gain sufficient height to rest the traveling blocks, two pipe racks were brought in and the catwalk was lifted on top of them. As that was not sufficient, the catwalk was lifted one meter by a crane. The work group lead by the Driller was standing on the catwalk to get the bridle line disconnected, and when they removed the first pin which secured the bridle line to the traveling block, the traveling block tilted to the right, which caused the catwalk to swing to the right side. The Driller who was standing on the catwalk fell between the catwalk and the traveling block and was caught between those two objects and died few minutes later. One crewman sustained bruises, and another crewman sustained a broken and dislocated right wrist.

WHAT CAUSED IT:

The deceased had been recently promoted to a Driller and was working with a relatively new crew. The Driller had received all required training for the Driller position, but he failed to practice the training in real life situations. The rig had been moving on wheels and the knowledge of break down moves was not shared with the new driller or crew members. Also, the break down rig move procedure was not documented in the Rig Management System.

- Driller and crew were over enthusiastic and wanted to out perform, thus pushed themselves beyond their competency.
- Crew members did not intervene or try to STOP the job where there were obvious hazards present at the work place. The STOP-job culture was not inherent with the crew.
- The proper procedure for disconnecting the bridle line called for removing the dead line from anchor before attempting to disconnect the bridle line thus giving more slack on the bridle line. This procedure was never discussed with the crew performing the job and was not documented.
- The traveling block was not secured to the cat walk to prevent it from moving. In addition, it was sitting on a pad eye making it even more unstable.
- The catwalk was not secured to the pipe racks to provide a stable work platform.
- To gain more height, one end of the catwalk was lifted by a crane making the catwalk more unstable.
- The crew was working on a very unstable catwalk and a free 7 ton load.
- The crew members positioned themselves in vulnerable positions.

Although communications was not a direct cause of the incident, there was a problem with communications between the rig and emergency response.

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

Supervisors for the rig were provided with the proper procedures for disconnecting the drilling line and bridle line from the blocks. They were to provide the procedure of disconnecting the drilling line and bridle line from the traveling blocks to all rig personnel.

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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- Prepare a Safe Job Assessment (SJA) and/or discuss for such jobs at the Pre-job Safety Meeting.
- A lifting plan is to be prepared for the task, and the operation should be recognized as non-routine.
- Procedure for disconnecting the bridle line is to be properly documented in the Rig Management System and be made available for all crews and discussed in the pre-job safety meeting(s).
- Rig management is to remove the pad eye on the side of the traveling block as it does not have any function and will not affect the performance of the traveling block onshore. This shall provide stable and flat base for the traveling block to rest on.
- Operations personnel are to review the bridle line disconnecting procedure on all company rigs and ensure they are all covered with SJA's. All rigs shall be required to send relevant SJA's to operations Management for review and approval.
- Rigs operating outside mobile service coverage should request and keep a satellite phone for use in an emergency.
- All rig move plans should include contingency planning and a means of communications established and/or maintained during the rig down/rig up operation.
- Initiate a Safety Values seminar with the participation of Management to reiterate the message.



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