



# Safety Alert

From the International Association of Drilling Contractors

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ALERT 07 – 17

## NEAR MISS—LOST CONTROL OF DRAWWORKS

### WHAT HAPPENED:

A stand of drill pipe had been drilled down using the top drive. The Assistant Driller (AD) was at the drawworks controls but allowed the pipe to be drilled low enough to “trip” the low level setting of the Crown/Floor Protection Device (CFPD). The AD then activated the manual bypass to continue drilling down one more foot. Once he drilled down the extra foot, the AD attempted to pick up the drill string with one hand on the clutch and the other on the Crown/Floor Protection Device bypass control. The AD was unable to accelerate the motors enough to get the drawworks to start hoisting and the drawworks spooled off the drilling line rather than picking up the drill string. The elevators set down on the rotary table and the elevator links impacted the bottom of the topdrive, bending the elevator links.

### WHAT CAUSED IT:

The rig personnel were taught to perform this procedure in this incorrect manner. The proper procedure for deactivating the Crown/Floor Protection Device was the subject of a recent memo and was added to the HSE Manual and training was supposed to have been done. The following is from this procedure:

“When the CFPD is momentarily bypassed, i.e., working long stands, the immediate supervisor of the person performing the bypass must be notified and must approve the bypass. The approving supervisor must also directly supervise the activity until the operation is completed and the CFPD’s function is restored.”

**CORRECTIVE ACTIONS: To address this incident, this company issued the following directives to rig supervisors and personnel:**

This incident is a prime example of where failing to “walk the talk”, can have serious consequences.

- Rig personnel must understand that safe operating procedures are put in place to ensure that incidents don’t happen, however the procedures must be followed by all involved.
- Supervisors are continually being observed by their crews to determine what level of safety is expected.
- When supervisors perform or instruct personnel to perform tasks in the accepted safe manner, they are passing on proper methods of working safely to all personnel involved.
- Supervisors and rig crews need to remember that the key to the preventing unsafe acts is intervention.
  - Dialog, discussion, talking with people are all forms of intervention.
  - Without intervention, unsafe behavior continues on the same misdirected course until “what can go wrong, will go wrong”.
- **Supervisors: Are safe work practices “expected” by you on your rig? If so, let others know!**

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**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.**

This material is presented for information purposes only. Managers & Supervisors should evaluate this information to determine if it can be applied to their own situations and practices

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