



# Safety Alert

From the International Association of Drilling Contractors

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ALERT 08 – 09

## UNSECURED LOAD RESULTS IN AN INJURED EMPLOYEE

### WHAT HAPPENED:

Rig crews utilizing trucks and a crane were in the process of rigging up. The pony subs were set and the top subs stacked. The crane set the first substructure spreader in place, however, the spreader did not set down into the substructure pin ears all the way. At this time the crane line was unhooked from the spreader. This action resulted in an overhead load (i.e., the spreader) not being secured. It is not clear who instructed the crane swamper to disconnect the crane line from the spreader. A gin truck was hooked on to the driller's side substructure at the bottom and onto one side of the load hitch. When the gin truck lifted the substructure it spread the substructure more than expected letting the spreader fall through the substructure to the ground. Two employees were on the ground below the spreader when it fell. They were looking up to see what needed to be done to allow the spreader to set in place so the pins could be installed. One employee was able to move out of harms way. The other employee was struck by the spreader and knocked into the cellar resulting in a severe injury. A cellar cover was not in place.



### WHAT CAUSED IT:

There was a failure to follow procedures detailed in the "Safe Work Procedures Handbook". The company's handbook states: "**All personnel to stand clear of all overhead work.**"

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

**The company policy on over head loads is very clear and specific. This includes all suspended loads and all overhead loads that are not yet secured.**

1. Do not unhook from a suspended load until it is secured. Once secured approval for unhooking must be given by the supervisor overseeing the operation.
2. Top pins should be installed first. This will secure the load before installing the bottom pins from underneath.
3. The company's truck supervisor, rig manager or driller should be supervising rig-up of the substructure assembly. One of these supervisors is responsible for directing **ALL** aspects of the job including authorization for unhooking from the load.
4. A cellar cover is to be installed before assembling the substructure.
5. These incidents will continue to occur unless we **STOP AND THINK**.
6. **ALL** employees have the responsibility to observe fellow crew members **and STOP UNSAFE ACTS IMMEDIATELY** and teach the correct procedure and sequence.

**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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7. Rig managers are to ensure this Safety Alert is reviewed with each crew member. A pre-tour safety meeting is a good opportunity to conduct and document the review. The Safety Alert should be posted in the top doghouse.

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