



Safety Alert

From the International Association of Drilling Contractors

ALERT 00-20

DROPPED BLOCKS

WHAT HAPPENED:

Crews were preparing to move a rig and, at the time of the incident, the blocks were near the rig floor. This rig's configuration was such that the drawworks were below floor level and a brake tube connects the brake handle at the driller's console to the drawworks below. The crew was performing a variety of rigging down activities and a mechanic's helper was assigned the job of disconnecting the brake tube. No one noticed his activity or assessed the dangers involved. When the tube was disassembled, the drawworks brakes loosened, allowing the blocks to fall onto the rig floor. There were no injuries or damage to equipment.

WHAT CAUSED IT:

The overriding issue here is one of *lack of communication and supervision*. People were spread out doing a variety of jobs and one group hadn't communicated with another what they were doing. The mechanic was taking care of his business; the driller was taking care of his business and their activities established a scenario where a breakdown in the process was imminent. The employee assigned to disconnect the brake tube was not experienced enough to know the potential hazards involved with disconnecting the drawworks brake.

CORRECTIVE ACTIONS:

- Supervisors must ensure that employees given a task understand the hazards involved. **Do not assume** that they know the hazards, especially when the employee is relatively new to the rig.
- A Job Safety Analysis (JSA) should be developed to identify the energy sources (gravity and motion) that may be at work and how they might be controlled. The JSA should include a checklist procedure to be followed to ensure all hazards are taken into account. Information on performing JSAs can be found in *the IADC Accident Prevention Reference Guide*.
- A Pre-Job Safety Meeting (PJSJ) should be held. It is recommended that the PJSJ be identified on the IADC Daily Drilling Report whenever one is performed.
- When simultaneous operations are ongoing, procedures should be developed to inform all work crews on location of the tasks that are ongoing. The procedures should also set out which tasks cannot be performed until specific safety conditions are met, such as the blocks being laid out on the rig floor prior to disconnecting the brake tube.

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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