



Safety Alert

From the International Association of Drilling Contractors

ALERT 00-36

FATAL INCIDENT OCCURS DURING MAN-RIDING ACTIVITY

WHAT HAPPENED:

A fatal incident occurred when an individual being hoisted by a certified man-rider air hoist was pulled against the under structure of the rig floor on a Jackup. The rig floor hoist wire was run through the opening for the mouse hole (mouse hole removed) to allow the individual access to connect / repair hoses to the diverter.

WHAT CAUSED IT:

Preliminary investigations suggest that the cause of the accident may have been a failure in the communication system being used between the man-riding activity (man-rider and signalman with radio in BOP area) and the man-riding winch operator. The investigations are ongoing and it may be necessary to change the conclusions on completion of the investigations.

CORRECTIVE ACTIONS:

As a preventative measure, contractor's written work instructions will contain the following elements:

- Man-riding should be undertaken only when an essential task must be done and when there is no practicable and safe alternative to man-riding to accomplish the task.
- The activity must be supervised by the on duty-drilling foreman at all times.
- The hoist operator must be experienced and competent.
- If there is any possibility that existing direct line of sight may be obscured during the operation, then at least one independent observer / signalman should always be provided within sight of both man-rider and hoist operator.
- If no direct or adequate line of sight between the hoist operator and man-rider is possible, then a competent signalman, in sight of and within clear voice range of the hoist operator and with a clear view of the man-rider, must be used to direct the hoist operator.
- All communications, including visual and audible, must be agreed upon and understood prior to the man-riding activity taking place.
- All visual signals and audible instructions must be continuous, i.e. "fail to safety". Should signals or instructions cease, the hoist must be stopped immediately.
- If the nature of the operation precludes the use of visual and audible signals directly from the signalman to the hoist operator, use of radio communications is acceptable. All necessary steps shall be taken to ensure the radio communication is not interfered with by other radio usage. In conformance with the provision above, the communication shall be continuous.
- Where radio communications are necessary as the primary method of audible communication, if a method of provision of supplemental visual signals is not possible, an alternative method of communicating an immediate "STOP" command must be provided.
- There should be no concurrent operations in the area of the man-riding operation.
- Consideration should be given to use of load limiting devices for man-riding activities which cannot be conducted within direct line of sight between man-rider and hoist operator.
- Consideration should also be given to the fitting of a rapid and effective emergency stop device at the hoist control station.

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.
Copyright © 2000 International Association of Drilling Contractors. All Rights Reserved

Issued November 2000