



# Safety Alert

From the International Association of Drilling Contractors

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ALERT 07 – 32

## MISCOMMUNICATION RESULTS IN A NEAR MISS

### WHAT HAPPENED:

The crew was running in hole with 3 ½” cement stinger on 5” drill pipe. The number of singles to be run were calculated and laid out on the pipe racks. While verifying the amount, it was realized that one too many joints were on the rack. The joint was rolled off the rack onto the ground and the Forklift Operator was told to remove it. For some reason, the joint was not moved and the Assistant Driller thought the single had rolled off the rack on its own. The joint was put back on the rack. The Driller continued RIH and ran into bottom of the hole. The pipe buckled and broke.

### WHAT CAUSED IT:

- There was an excessive amount of pipe identified and made available on the pipe rack for the task.
- The Driller should know the bit depth at all times when getting within 100 feet from hole bottom or target depth.
- The Driller was not following standard operating procedure in using the equipment properly by running slow and closely watching the weight indicator when getting within a few joints of bottom hole.

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

- The Rig Manager and Toolpusher must both ensure proper handover and discussion of operational issues with the oncoming crews at tour changes.
- Better supervision and instruction needs to be applied by Rig Manager and TP as the crews are inexperienced and still learning.
- Although the Driller had been trained to operate the equipment, additional training is needed to ensure effective operation of the equipment at specific intervals such as, running pipe close to hole bottom or target depth. Pipe must be run slowly and with close attention paid to the weight indicator in case the pipe tally was somehow done incorrectly.



**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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