



Safety Alert

From the International Association of Drilling Contractors

ALERT 03 – 14

FAILURE OF HIGH PRESSURE LINE RESULTS IN HIGH POTENTIAL SERIOUS INCIDENT

WHAT HAPPENED:

A slick line lubricator was made up on top of a christmas tree with a nitrogen line made up to a side entry pump-in sub. The rig chocks and swivel joints and straight joints were rigged up from the christmas tree wing valve to the choke manifold. The christmas tree master valve was closed. The job task was to test the lubricator and lines through to the choke with nitrogen to 6500 psi. A JSA was conducted prior to the job. Once the pressure was applied, a straight line between the christmas tree and choke parted about 1-inch past the weld on the wing-half end. A safety chain was attached to all connections on all lines but the chain on the straight joint slid off due to a clean break. All personnel were clear and no one was injured. However, clearly this incident had a high potential for injury to personnel.

WHAT CAUSED IT:

A visual inspection of the pipe showed a decrease in metal thickness in the area where it parted.

CORRECTIVE ACTIONS: To address this incident, this company instructed rig personnel:

- All chocks should be visually inspected prior to use. Any chock that has an appearance of being worn and suspect in any way, is to be removed from service and sent in for inspection.
- Rig Supervisors were reminded to strictly adhere to the company's Maintenance System procedure for Non-Destructive Testing inspection of chocks on a 24-month interval.
- The Engineering Dept. was directed to review the inspection procedure and frequency to determine if changes need to be made.
- Ensure chocks are secured before applying pressure and pumping through them.
- Review the JSA's dealing with the pressuring of chock lines, and address the need for personnel to stay clear of the lines when under pressure or when pumping operations, involving high pressure, are taking place.

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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