



SAFETY ALERTS

ALERT 1 – 17

DROPPED CASING RESULTS IN EQUIPMENT DAMAGE

WHAT HAPPENED:

The operation was running 13 3/8" casing. Equipment in use was an automated type Single Joint Elevator (SJE) with a mechanical latch mechanism operated by a Service Engineer. The casing joint was situated at the V-door resting on the bottom stopper. After the SJE was placed around the casing joint, the joint was picked up by the Driller. When the SJE was approximately 8 meters above the rig floor, the casing joint came out of the elevator and slid back down the V-door. The casing joint travelled down the catwalk, bounced over the end stopper and cantilever deck handrail and impacted the protection frame of the exhaust pipe lines near the accommodation bulkhead. The casing joint bounced back and came to rest on top of the casing joints stacked on the main deck.

WHAT WERE CONTRIBUTING FACTORS:

The pipe catchers of the SJE were not closed and latched before the casing joint was lifted by the Driller. The casing running tool (CRT) operator and the Driller took action without conformation that the pipe catchers of the SJE were closed and latched. The CRT operator was relieved without a proper handover in the middle of the handling process. The CRT operator had placed the SJE around Casing, set the slips of the flush mounted slip (FMS), but did not close and latch the pipe catchers of the SJE before leaving the CRT control console. The relief operator continued the task with the assumption that the pipe catchers were closed and latched, signaling to the driller to pick up the casing joint.

LESSONS LEARNED:

1. Implement visual verification at all times by the Driller and designated person at the V-door that the pipe catchers of the SJE are closed and locked prior to lifting casing joint.
2. Designate the person positioned at the V-door to visually verify that the pipe catchers of the SJE are closed and locked and give only established hand signals to Driller prior to lifting casing joint.
3. Agree upon and only use established hand signals from designated person(s).
4. Investigate catwalk end stopper to prevent casing falling from cantilever to main deck.
5. Implement thorough handovers to be conducted between crew members, for coffee break, lunch break, etc., where minimum operation topics such as equipment status, signals, plan, next action, etc., are discussed and at least one full operational cycle is observed until the end by the relief before taking over the position.
6. Review and update JSA and Work Instruction for running 13 3/8 casing using CRT to include recommended improvement actions for conducting safe operations.

-A Safety Alert can consist of any type of health, safety & environment (HSE) notification or Near Miss/Near Hit alert. Proactive Alerts on jobs well done are also encouraged.

