

West Atlas

Near Miss

20th January 2009

Parting of Monkey Board Tugger Wires



West Atlas – Near Miss

TapRoot was used to investigate this incident during which both derrick mounted air winch wires and associated chains parted falling approx 90' (27m) to the rig floor.

The investigation has identified several causal factors that, when addressed with implementation of the corrective actions, will mitigate the exposure to reoccurrence.



West Atlas parted derrick winch wires



Description of initial Incident

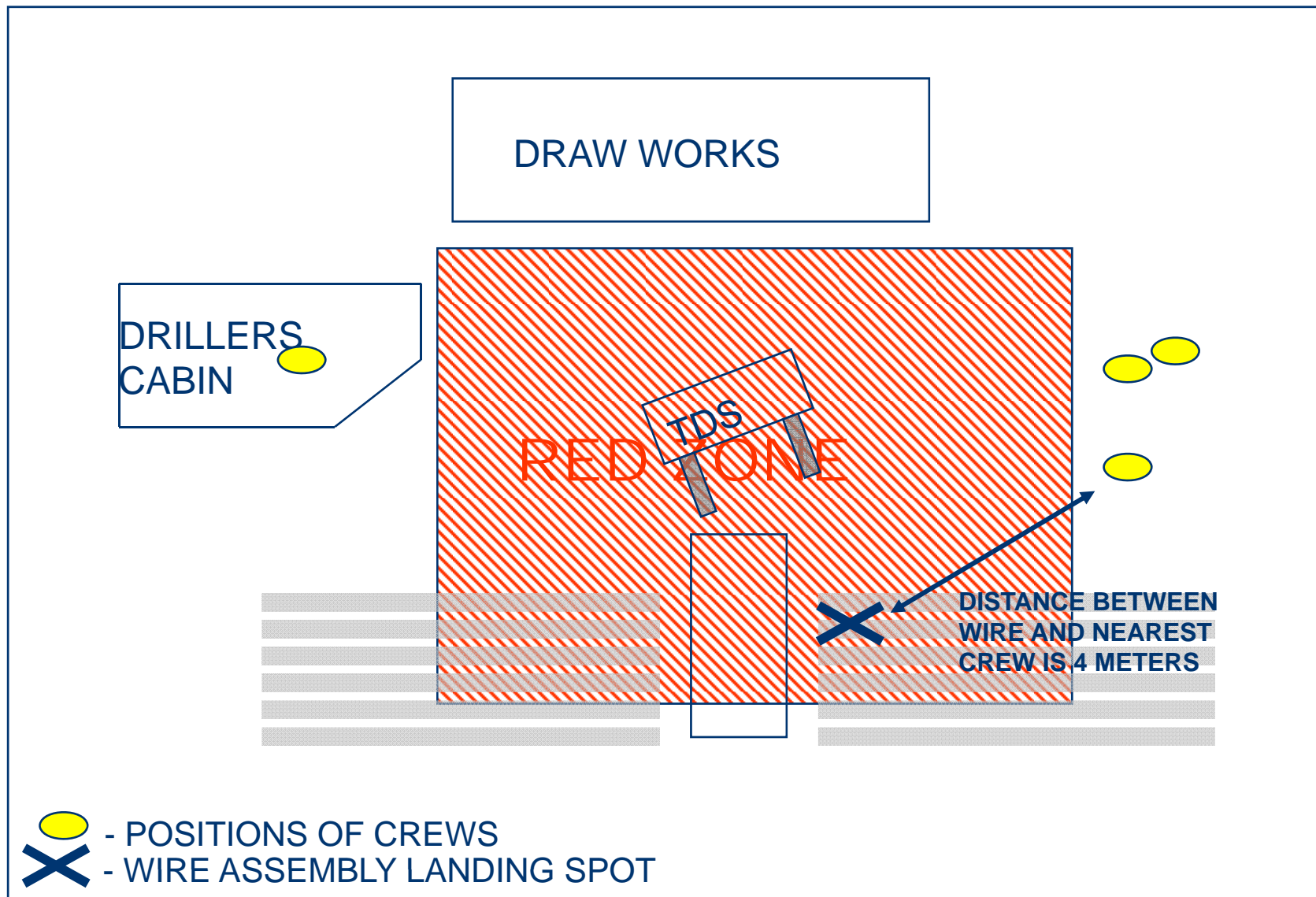
The drill crews were preparing to run the 91/2" BHA.

While guiding the BHA into the elevators with the two monkey board tuggers, the forward tugger wire parted allowing a section of wire and the chain to fall onto the forward set back area.

The drill collar came to rest against the monkey board.



POSITIONS OF CREWS ON THE RIG FLOOR WHEN FIRST WIRE ASSEMBLY FELL



Description of resulting Incident

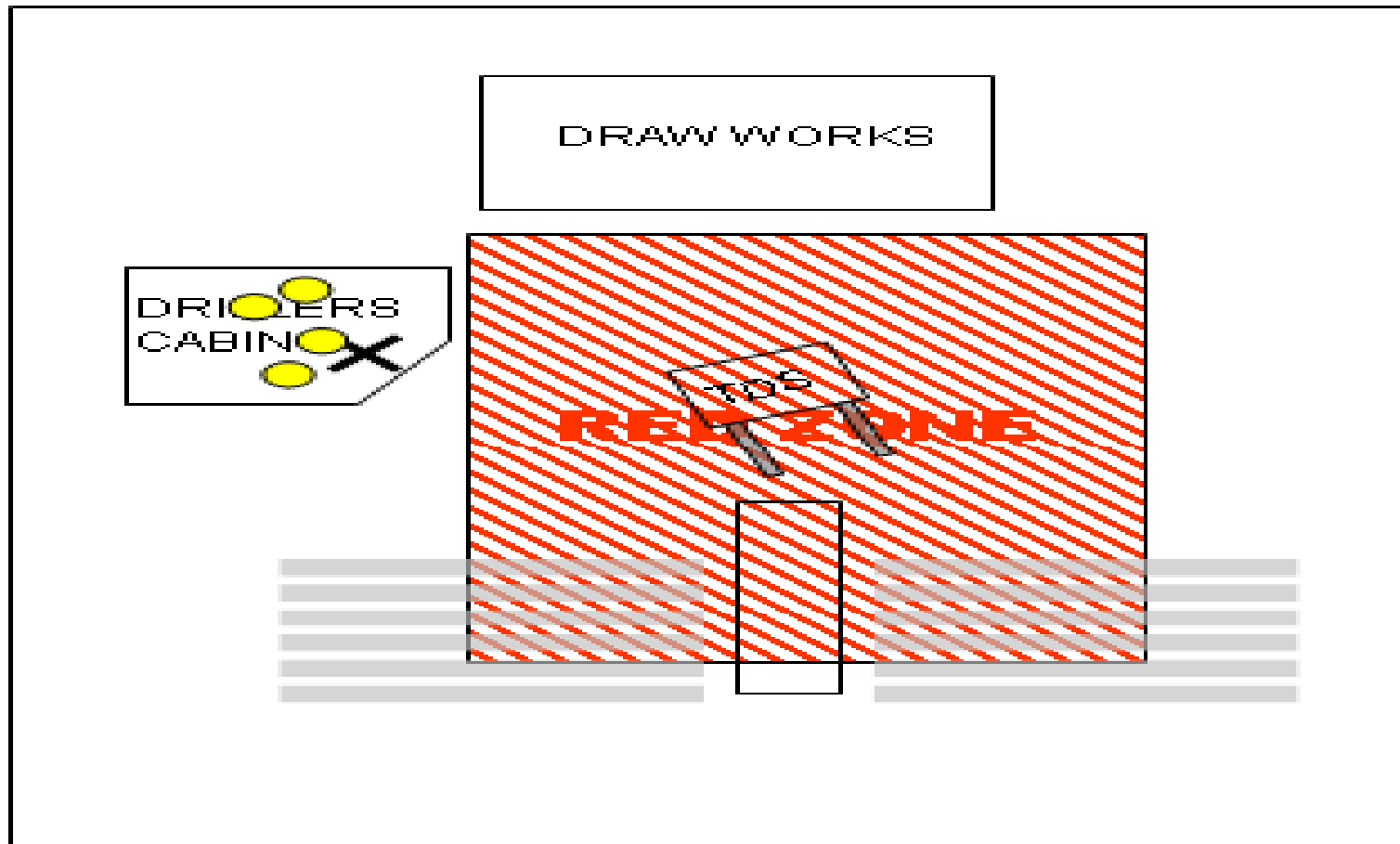
The derrickman secured the drill collars with a rope and continued to run the stand into the elevators.

The elevators turned while the collar was being positioned.

This motion over loaded the aft tugger wire which parted allowing the stand to fall across derrick and the second section of wire and chain to fall onto the driller's cabin roof damaging a glass panel.



POSITIONS OF CREWS ON THE RIG FLOOR WHEN
SECOND CHAIN ASSEMBLY FELL ONTO THE FLOOR



- - POSITIONS OF THE CREWS
- X - POSITIONS OF WHERE THE CHAIN ASSEMBLY LANDED



West Atlas parted derrick winch wires



Findings

- All personnel were clear of the area and compliant with the Red Zone – there were no injuries
- The tugger wires showed significant signs of deterioration
- The monkey board tuggers are rated at 1,000 lb line pull
- NOV compact racking system had been decommissioned and the ability to safely rely on the 1,000 lb tuggers had been overlooked
- The BHA, a stand of 9 1/2” drill collars 37m’ tall, was on the limit of the monkey board winches capacity assuming the wires were in good condition.



Recommended Actions

- ✓ Ensure all modifications to rig equipment, including decommissioning, is managed under the MOC process
- ✓ Operational procedures reviewed and amended to include a thorough visual inspection of tugger wires and jewellery prior to starting operations in the derrick
- ✓ Coaching of supervisors to lower risk acceptance and emphasise incident reporting expectations
- ✓ Maximum 'routine' racking height for BHA components now limited to 33.5m unless under PTW
- ✓ Engineering study commissioned to investigate upgrade of derrick tuggers
- ✓ Tugger wires to be changed out on a minimum 3 monthly period or sooner if condition dictates



QUESTIONS ?