



# Safety Alert

From the International Association of Drilling Contractors

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## ALERT 05 – 32

### NEAR MISS – DROPPED OBJECTS – UNSECURED MARINE RISER INSERTS

#### WHAT HAPPENED:

The driller was using the top drive system to pick up a 50-foot slick pup joint of marine riser from the raised catwalk. When the riser reached an angle of about 30 degrees, two riser inserts fell about 15 to 20 feet to the drill floor. The pup joint was lowered back to the deck. No one was injured when the riser inserts fell.

The 23-pound inserts should be held in place by circlips. When the riser joints are made up, the riser bolts screw into the inserts, connecting the joints together. The riser joints had recently had an annual MPI inspection by a third party inspector. The inserts and circlips were removed for the inspection. The inserts were reinstalled: the riser protector was then put in place. The riser was not inspected prior to picking it up from the deck to the catwalk as the riser is taken directly from the riser rack to the catwalk using the gantry crane. Upon inspection, it was found that the other four inserts had no circlips installed to hold the inserts in place.



#### WHAT CAUSED IT:

1. During the inspection of the riser the supervisor was involved in and supervising several jobs at the same time.
2. There was a breakdown in communication or lack of information between the men cleaning and inspecting the riser and the individual or individuals reinstalling the inserts at the time of the inspection.
3. The JSA for picking up and running the riser did not state that the inserts should be checked to be sure they are secure before picking up each joint from the catwalk.
4. The drill crew thought the inserts were secure and therefore didn't inspect them before picking the riser up from the catwalk.

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**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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**CORRECTIVE ACTIONS:** To address this incident, this company issued the following:

1. Revise the JSA for running of riser to include inspection on the catwalk of all riser inserts to verify that the circlips are installed and the inserts are secure.
2. Revise the maintenance plan for annual the MPI inspection of riser inserts to include a checklist and sign-off by a responsible person, such as the OIM or Subsea Engineer, to show that the circlips have been installed for each riser joint.
3. Ensure that supervisors are not over-tasked, and if they are, add additional supervisory support to ensure that the proper level of task supervision is provided.

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