



# Safety Alert

From the International Association of Drilling Contractors

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ALERT 04 – 11

## MANAGEMENT OF CHANGE TONG SNUB-LINE REMOVAL RESULTS IN AN INJURY

### WHAT HAPPENED:

The Drill crew was preparing to test BOP and the Driller instructed the crew that he was going to make up the TDS and would require back-up tongs on the drill pipe. The tongs were placed on the pipe and the TDS spin function engaged to make up the connection. As the connection neared complete make-up, the tongs spun around with no snub-line attached and the tong operator was caught between the breakout line and the drill pipe. The employee received minor injuries, but the potential for catastrophic injury was high.

### WHAT CAUSED IT:

Casing had been run several days prior to the incident and when the casing equipment was rigged down from the drill floor. The snub-line that was attached to the casing tong was removed but not immediately re-secured to the back-up tong. In addition there were deficiencies in the proper application of Competency and Short Service Employee identification on the crew. The Pre-Job meeting did not include discussion of hazards or safety and did not adequately define crewmembers' responsibilities. Proper rig-up of the drill floor was not confirmed. Tongs were not inspected prior to latching to pipe. Tong operator mistook the 5/8" breakout line for the 1" snub-line. The stanchion is designed for 2 snub-lines, however only 1 snub-line was attached to it. Using a single snub-line for different tongs (casing, drill pipe)

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

Issued the following Directives:

- When an employee is promoted to a new position he will be designated a Short Service Employee, and will wear a Green Hardhat during his orientation period.
- Rig-Based new hires and all rig based employees being promoted to a new position must complete within 6-months the respective Competency HSE and Position Form with their first line supervisor. This training must start immediately once the new hire arrives onboard, or once the employee is promoted to a new position.
- First Line Supervisors are responsible for accurate verification of the knowledge, skills, and abilities of their crewmembers as per company policy. Therefore, Supervisors working with a new crew must take extra care to ensure each member understands their responsibilities, hazards and safety precautions.
- Pre-job meetings must not only consist of Operations, but must also consist of communicating safety related information to all personnel involved in the task, including hazard identification and safety precautions.
- Ensure snub-line shackles are moused; this includes both the tong and stanchion ends.
- 3" x 2" safety tong decals are available through your Safety Supervisor. Obtain similar products locally or contact the company HSE department for assistance a. Correct Hand Placement; b. Check Snub-Line; c. Watch Pinch Points

### Action Items

- Add second snub-line to stanchion to be used as needed for auxiliary tongs. The initial snub-line will be designated for rig tongs and not for running casing or auxiliary tongs. It must not be removed from the drill pipe tongs unless replacing or inspecting snub-line. If stanchion is not designed for multiple attachments, Company Technical Services must be notified.
- All Supervisors are to review company policy on Rig Induction/Safety Buddy and Hardhat Program with all crew personnel at the next General Safety Meeting and ensure Supervisors and employees understand their responsibility regarding this policy.
- The Training Department will revise World Wide Competency Training to clarify that competency training must start immediately once the new hire arrives aboard the facility, or once the employee is promoted to a new position.
- The company Training Department will revise Roustabout I Competency Training to include certain safety critical drill floor operations for Roustabout I position.

**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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