

WHAT HAPPENED:

A Floorman was tasked to grease the crown after attending the Pre-Job Safety Meeting with the Driller and Assistant Driller. Floorman signed off the derrick logbook, and secured the grease gun. The Floorman then climbed up the derrick using the installed vertical ladder fall arrest system installed.

Floorman completed greasing the crown and started climbing down the derrick. He attached his fall arrest sleeve to the carrier cable onto his body harness (front D-ring) at the ladder access point. Suddenly the carrier cable parted from the top bracket going through the fall arrest sleeve, falling and coiling up on roof above the drawworks.

The hissing sound of the carrier cable dragging onto the derrick ladder back scratcher was heard by the drilling team working on the rotary table. The Team went to investigate and found the carrier cable descended through the fall arrest sleeve, within the confines of the back scratcher, and came to rest on the drawworks roof.



Parted Point between carrier lug and carrier cable



Carrier cable coiled on drawwork roof

CONTRIBUTING FACTORS:

Damaged vertical ladder fall arrest carrier cable could not be identified during external visual inspections.

OEM for vertical ladder fall arrest system does not specify to inspect internal components.

There is no clear industry standard stating when to change out a vertical ladder fall arrest system i.e. after 10 years of service.

OEM for vertical ladder fall arrest system states that the system should be inspected annually but provide no details on what this review entail.

LESSONS LEARNED:

Utilize the Certified 3rd Party Inspectors to conduct an inspection of vertical ladder fall arrest system and replace failed systems identified during the inspection (if any).

Communicate the incident to industry and OEMs to ensure lessons learned are shared i.e. IADC, DROPs Asia, etc.

Develop planned inspection/maintenance of internal components that can not be inspected by external only inspections.