Air Hoist Line Failure
Air Hoist Line Failure

The incident

The root cause

The 2006 solution

The true learning and control implemented
On the 17th March 2010 at 0930hrs the Drill crew were setting up to shallow test a down hole tool.

The green air hoist was used to move and install the auto slips.

After the slips were installed the green air hoist was secured to the Samson post and tensioned to reduce chance of entanglement.

The drill crew returned to cleaning duties and to set up for next jobs.

After the next connection a pop was heard and the line parted. No crew were in the immediate area, the job was shutdown.
Air Hoist Line Failure
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Root Cause or Cause(s)

Root Cause 1
General Safe Work practices not followed

Root Cause 2:
Lack of Effective Think Plan

Root Cause 3:
Air Hoist lines not correctly managed
Air Hoist Line Failure
SUBSTITUTE "WEAK LINK"

Finally, to reduce the risk of tugger wire rope failure with this arrangement, a substitute "weak link" is recommended to be fitted to the working end of the tugger wire. This could be a length of soft line with red or yellow "flags" attached that could alert the driller that the tugger line has been snagged by the traveling equipment. This would be affixed to the rig floor at all times and would be disconnected from the end of the tugger wire when the tugger is in use.

The design and arrangement discussed above should reduce the risk to rig floor personnel due to overloading. However, this increase in safety cannot be realized without a complete inspection and maintenance program. To allow quick and efficient visual inspections, all pins and fasteners used in derrick sheave blocks and safety sling assemblies — including all shackles, swivels, and other loose gear — should be fitted with retaining devices, such as cotter (split) pins or locking wire (cotter pins are preferred) to prevent such pins and fasteners from coming loose and allowing objects to fall to the rig floor. Such retaining devices shall be clearly visible from the outside without requiring any disassembly to facilitate easy visual confirmation that such devices are not damaged, deteriorated or missing.

Lubrication of the sheave block and swivel bearings should also be scheduled based on the sheave block manufacturer’s recommendations or by historical experience.

A substitute "weak link" can be fitted to the working end of the tugger wire. It could be a colored, visual "flag" to indicate a line snag.
Snubby” breakaway device shown as it is beginning to be pulled apart with bright orange “flags” to alert the Driller that a tugger or tong line has been snagged by the travelling equipment.