



Safety Alert

Date: March 12/08
Incident Type: Equipment damage
Position: Derrickhand
Experience on rigs/position: 3 years

Incident Description:

On the morning of March 12, crew prepares for a 350km rig move. Pre trips are completed, no deficiencies are recorded, and convoy heads out. 25km into the move, the Derrickhand, who was driving the picker truck pulling the CCU, noticed the CCU had detached from the hitch, and come to rest in the ditch. The safety chains had snapped and the hitch had popped open. There was damage to the frame and undercarriage on the CCU. Upon further investigation numerous deficiencies were found, none of which were recorded in pre or post-trips.

Immediate Causes:

1. Failure to secure – Pintle hitch was improperly secured
2. Using defective equipment – The latching mechanism on the pintle hitch had a worn spring, and needed to be manually locked into position by pressing down on the locking tab
3. Failure to check/monitor – The driver did not check the hitch thoroughly enough when performing his pre-trip inspection

Basic Causes:

1. Improper motivation: Improper performance is rewarded/tolerated – Pre-trips on the picker truck and CCU, as well as the rig and pump truck were filled out without performing the required checks. (brakes, loose lights, air leaks, etc.)

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Recommendations:

1. All personnel will be thorough when performing pre/post trips to ensure compliance with transportation regulations. Rig Managers will check to ensure all deficiencies are noted and repaired prior to moving, and crew is adequately trained in the proper procedure.

Responsibility: Rig Managers **Action:** Immediately

2. Safety chains on equipment being towed must be at least ½” grade 8 chain. Any 3/8” chains to be taken out of service and replaced.

Responsibility: Rig Managers **Action:** Immediately



Pintle hitch in open position



Pintle hitch in partially closed position showing latch not fully depressed

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