



Safety Alert

From the International Association of Drilling Contractors

ALERT 15-06

CAUGHT BETWEEN WINCH TRUCK & HALF PIT

WHAT HAPPENED:

During rig up operations a third party/sub-contractor trucking company arrived on location in two separate winch trucks each pulling a flatbed trailer and hauling a half pit. The first truck unloaded the first half pit successfully and without incident on the edge of location. As the second half pit was unloaded the injured person (IP) was assisting his crew members when he stepped between the trailer tailboard roller and half pit and was caught between the two where he sustained his injuries.

As the truck was positioned for the half pit to be unloaded a forklift owned and operated by another trucking company was used to push the half pit off of the trailer until the half pit/load broke over the trailer tailboard. Once the half pit was on the ground the truck driver pulled completely out from under the load and proceeded to slack off on the winch (all standard procedure to this point). As the driver started to pull forward releasing the winch to provide slack and remove the bridal line from the half pits load hitches the injured person signaled to the driver to stop after only pulling forward less than two feet. At that time the swamper's removed the bridal line and threw the bridal line up on the trailer across the tailboard pins.

The IP then squeezed himself between the trailer tailboard roller and half pit trying to get to the driver side to release the airbag controls. At the same time, the driver had the truck in neutral with one foot on the truck brakes and one on the clutch so he could engage the winch and tighten up the winch line. While the driver was looking down to engage the PTO, the truck rolled back (presumably because the driver let his foot off the brake) and ultimately pinned the IP between the trailer tailboard roller and the half pit. Both the injured person and the other swamper started to yell for the driver to pull forward. As the truck pulled forward the swamper stepped in to hold the injured person up and yelled for help. Additional help immediately arrived and assisted to lay the IP on the ground. Basic first aid treatment was provided while waiting on the ambulance to arrive.

WHAT CAUSED IT:

- The injured person stepped between the trailer tailboard roller and half pit putting him in a known pinch point and did not follow the standard procedure for the task.
- Lack of communication, both verbal and visual.
- Stop work authority was not utilized.
- Complacency. No pre job JSA or last minute risk assessment was used prior to the task.

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

- All personnel involved must agree and understand the necessary steps to be taken to complete a task safely. Known hazards of the task and how to mitigate those hazards shall be followed. The injured person was aware of the hazard but chose to ignore it and take a short cut to complete his task. Following the standard order of operations and calling for a "STOP THE JOB" when the plan deviates away from or out of order is a requirement and shall be followed by all personnel.
- The personnel involved in such tasks shall remain in constant communication both verbal and visual. The truck driver did not verify that his swamper's were clear and at a safe distance from the truck as he prepared to pull away from the load.
- The other swamper involved in the task did not stop the job as he witnessed his crew member taking a known short cut and putting himself in a known hazard.
- No matter how routine or repetitive a task may seem having a plan and working the plan is essential. Discuss the plan and protect yourself from the known hazards.

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.

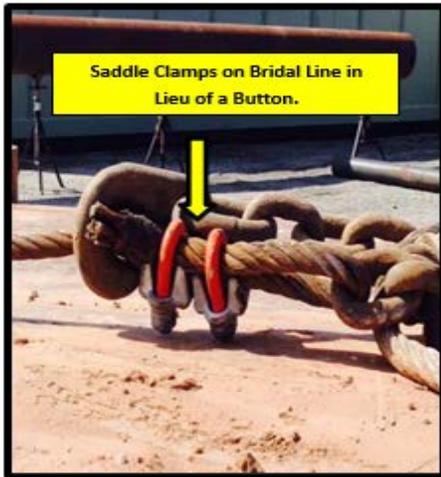
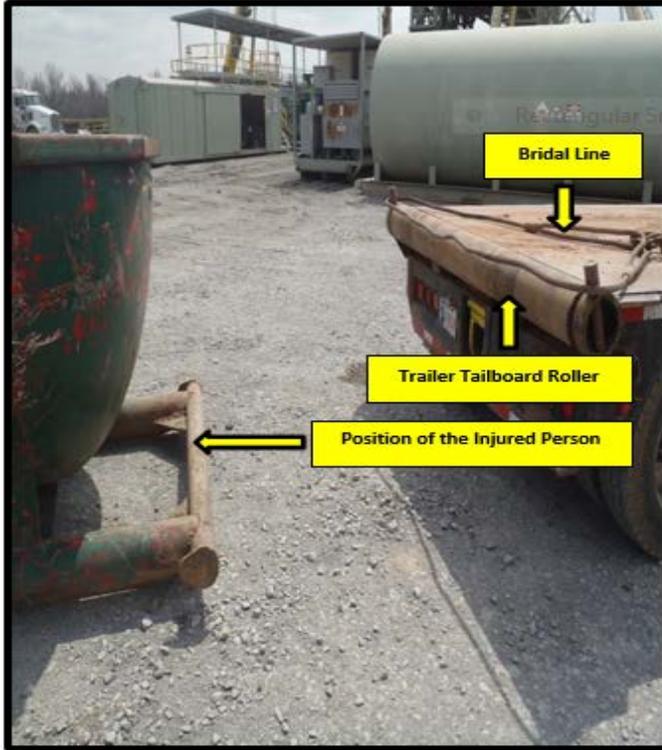
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