



SAFETY ALERT

DATE: July 28, 2003

SUBJECT: Back Up Wrench Cylinder Clevis Backing Out

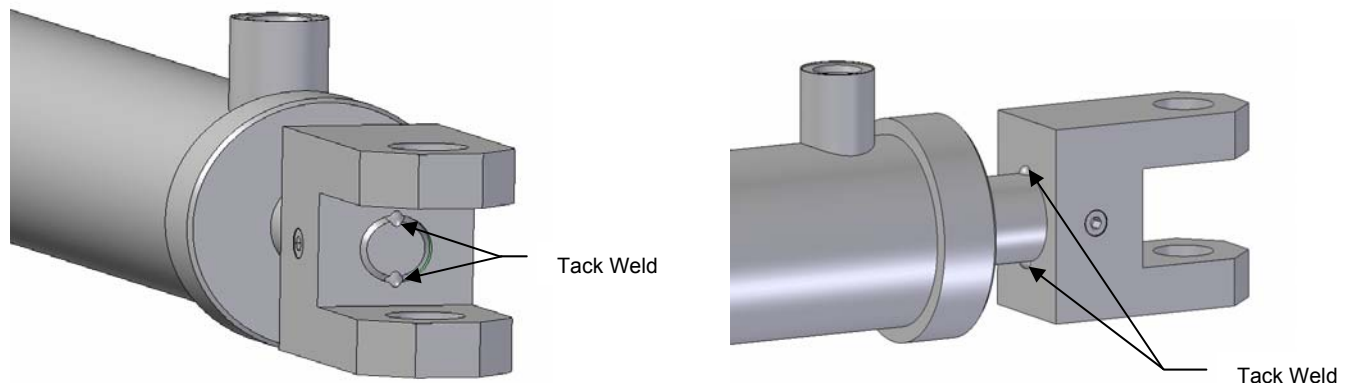
SERIAL NUMBERS: 002 and up

DISCUSSION: It has been reported that the Back-Up Wrench Cylinder rod is coming loose from the clevis; thus allowing the inner tube assembly to drop. It appears that the setscrew that prevents the cylinder rod from rotating had come loose and allowed the rod to unscrew off the clevis.

RECOMMENDATION: The BUW cylinder clevis must be checked immediately to see whether or not the clevis had come loose (i.e. rod thread is visible and a gap is noticed between the end of thread and the clevis shoulder). If the clevis is still tight, check and make sure that the setscrew is tight as well. **On weekly basis or whenever circumstances call for an out of period inspection, check and ensure that the clevis is tight onto the cylinder rod and that the setscrew is tight in place as well.** This could be after rough drilling, jarring, or any abnormal operation.

If the clevis is loose and the setscrew can not keep it tight, follow the procedure below to help retain the clevis onto the rod. The BUW will have to be disassembled and the clevis has to be properly tightened to the rod prior to any welding.

To prevent the cylinder rod from rotating against the clevis and coming loose, it is recommended that a **"TACK WELD"** be applied to the clevis and the cylinder rod as shown in the figures below. The tack weld length must be 0.25 to 0.5" long. Low Hydrogen welding rods 11018 or 7018 must be used for this tack welding. Pre-heating and post heating are not required when tack welding.



INFORMATION:

For further information contact:

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