

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 25-AUG-2011 TIME: 0500 HOURS

2. OPERATOR:

Chevron U.S.A. Inc.

REPRESENTATIVE: **Dugas, Lonnie**

TELEPHONE: (985) 773-6866

CONTRACTOR: **HERCULES OFFSHORE DRILLING**

REPRESENTATIVE: **Darrell Hines**

TELEPHONE: (936) 422-5755

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K \$600,000
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR
ON SITE AT TIME OF INCIDENT:

6. OPERATION:

4. LEASE: 00392

AREA: **GI** LATITUDE:

BLOCK: 37 LONGITUDE:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER

5. PLATFORM: **CS**

RIG NAME: **HERCULES 173**

6. ACTIVITY:

- EXPLORATION (POE)
- DEVELOPMENT/PRODUCTION (DOCD/POD)

8. CAUSE:

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER _____

7. TYPE:

HISTORIC INJURY

- REQUIRED EVACUATION
- LTA (1-3 days)
- LTA (>3 days)
- RW/JT (1-3 days)
- RW/JT (>3 days)
- Other Injury

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

- LWC
- HISTORIC BLOWOUT
 - UNDERGROUND
 - SURFACE
 - DEVERTER
 - SURFACE EQUIPMENT FAILURE OR PROCEDURES

9. WATER DEPTH: 48 FT.

10. DISTANCE FROM SHORE: 7 MI.

11. WIND DIRECTION:
SPEED: M.P.H.

12. CURRENT DIRECTION:
SPEED: M.P.H.

13. SEA STATE: 2 FT.

COLLISION HISTORIC >\$25K <=\$25K

On August 25, 2011, at approximately 0500 hours, while tripping out of the hole, the block was allowed to travel into the crown where it became stuck causing significant damage. The Driller began his tour, working with drill pipe of 90' and 96' lengths, and made a 1 to 2 wrap adjustment with the crown-o-matic to compensate for the drill pipe length differences. The crown-o-matic was tested and tripped, stopping approximately 7 to 8 feet from the crown. The crown-o-matic was then reset and placed back into the operating position and operations continued. The Driller continued pulling out of the hole in the low transmission-high clutch at 1/2 to 1/4 throttle speed, the crown-o-matic engaged but the operating speed of the draw works caused the cable wrap to exceed 5 wraps before it stopped completely; resulting in the block being jammed into the crown. The Driller lost track of how many stands were being pulled expecting that there was one more stand of 90' drill pipe. There were no injuries or pollution associated with the incident.

18. LIST THE PROBABLE CAUSE(S) OF ACCIDENT:

19. LIST THE CONTRIBUTING CAUSE(S) OF ACCIDENT:

The Driller's lack of awareness of how many and what size drill pipes and how many stands were being pulled; expecting that there was one more stand of 90' drill pipe.

20. LIST THE ADDITIONAL INFORMATION:

The operating speed of the draw works caused the cable wrap to exceed 5 wraps before it stopped completely.

21. PROPERTY DAMAGED:

Crown of rig and block

NATURE OF DAMAGE:

Block travel into crown

ESTIMATED AMOUNT (TOTAL): \$600,000

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The BOEMRE New Orleans District makes no recommendations to the Agency.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

G-110 While tripping out of the hole, the block was allowed to travel into the crown where it became stuck causing significant damage; although the crown-o-matic had engaged.

25. DATE OF ONSITE INVESTIGATION:

26-AUG-2011

26. ONSITE TEAM MEMBERS:

Dan Phelps / Earl Roy / Robert Neal
/

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED

DATE: 12-JAN-2012

