

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 18-FEB-2012 TIME: 1700 HOURS

2. OPERATOR:

Apache Corporation  
REPRESENTATIVE: Benoit, Scott  
TELEPHONE: (281) 302-2735  
CONTRACTOR: Ensco Offshore Co.  
REPRESENTATIVE: Sammy Thomas  
TELEPHONE: (281) 674-0463

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K **Dropped Block**
- 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:

G27973  
AREA: MO LATITUDE: 30.17419889  
BLOCK: 830 LONGITUDE: -87.82345528

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

5. PLATFORM:

2  
RIG NAME: ENSCO 86

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: 40 FT.
- 10. DISTANCE FROM SHORE: 3 MI.
- 11. WIND DIRECTION: SE  
SPEED: 5 M.P.H.
- 12. CURRENT DIRECTION:  
SPEED: M.P.H.
- 13. SEA STATE: 2 FT.

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

17. INVESTIGATION FINDINGS:

On 18 February 2012 at approximately 1700 hours, the Assistant Driller was on the brake while the Driller was standing next to him adjusting the rotary speed. The operation at that time was hoisting the drill string after drilling from           ft to           ft. As the Assistant Driller was coming off bottom to take a slow pump rate, the clutch disengaged. This allowed the travelling block assembly to fall approximately 10 feet striking the rotary table and allowed the bit to hit bottom. There was approximately           pounds on bit with a total string weight of           pounds, resulting in the 350 ton links to bend. The links were replaced with spare 500 ton links and the elevators were replaced as a precautionary measure; though no visual damage was noted. A visual inspection was completed on the top drive, derrick, and sub base with no further damage found. Twenty two (22) joints of drill pipe were found to be bent and 1 joint of heavyweight drill pipe was found to be bent at the box; all were removed from service. National Oil Well Varco (NOV) inspected the top drive system on 20 February 2012 and no damage was found. It is unknown and not reported how the clutch was disengaged. During the time of the incident, the floorhands were working elsewhere. There were no injuries or pollution associated with this incident.

EnSCO had recently initiated an Assistant Driller program and the training requirements and qualifications to become an Assistant Driller are unknown. The Assistant Driller had recently been promoted and this was his first hitch on EnSCO 86 and first hitch as an Assistant Driller. Apache and EnSCO conducted separate internal investigations. Apache requested that the Assistant Driller submit to a drug and alcohol screen (10 point test), which he tested negative for both according to the Apache Company Representative. After an internal investigation was completed on 3 March 2012, it was determined that the root cause of the incident was human error due to lack of experience. It is also unknown at this time if the OIM was aware that the Assistant Driller was on the brake.

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

- 1.The Assistant Driller or Driller inadvertently bumped the clutch allowing it to become disengaged.
- 2.The inexperience of the Assistant Driller.
- 3.The clutch was not fully engaged.

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

- 1.The Assistant Driller had recently been promoted to this position in early February 2012.
- 2.This was the Assistant Driller's first hitch on the EnSCO 86 rig.
- 3.The Driller and Assistant Driller were working in close proximity manipulating the rheostat of the drawworks and rotary in addition to the brake and clutch.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

**Belt links and drill pipe.**

NATURE OF DAMAGE:

**Severely bent.**

ESTIMATED AMOUNT (TOTAL): **\$19,822**

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

**The BSEE New Orleans District makes no recommendations to the Agency.**

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **YES**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

**PINC No. G-110**

**Description: Does the lessee perform all operations in a safe and workmanlike manner and provide for the preservation and conservation of property and the environment.**

25. DATE OF ONSITE INVESTIGATION:

**06-MAR-2012**

26. ONSITE TEAM MEMBERS:

**Earl Roy / Evan Graham /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**David J. Trocquet**

APPROVED

DATE: **05-APR-2012**

# INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER \_\_\_\_\_

WITNESS

NAME :

HOME ADDRESS :

CITY :

STATE :

WORK PHONE :

TOTAL OFFSHORE EXPERIENCE :

YEARS

EMPLOYED BY :

BUSINESS ADDRESS :

CITY :

STATE :

ZIP CODE :

