

UNITED STATES DEPARTMENT OF THE INTERIOR  
 MINERALS MANAGEMENT SERVICE  
 GULF OF MEXICO REGION  
**ACCIDENT INVESTIGATION REPORT**

1. OCCURRED

DATE: **13-MAY-2009** TIME: **1936** HOURS

2. OPERATOR: **BP Exploration & Production Inc.**

REPRESENTATIVE: **Wiltz, Gregory**

TELEPHONE: **(281) 366-5647**

CONTRACTOR: **Transocean Offshore**

REPRESENTATIVE: **Rod Ryan**

TELEPHONE: **(281) 366-5647**

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

4. LEASE: **G09821**

AREA: **MC** LATITUDE: **28.466111**  
 BLOCK: **520** LONGITUDE: **-88.686389**

5. PLATFORM:

RIG NAME: **T.O. MARIANAS**

6. ACTIVITY:

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

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

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

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K **Block pulled into the**
- H2S/15MIN./20PPM **crow**
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

6. OPERATION:

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

8. CAUSE:

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

9. WATER DEPTH: **6740** FT.

10. DISTANCE FROM SHORE: **114** MI.

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

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

13. SEA STATE: **2** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On May 13, 2009, at approximately 1936 hours, on the Transocean Marianas Rig located at BP Exploration & Production Inc's Lease OCS-G 09821, Mississippi Canyon (MC) Block 520, the traveling block dolly and block were pulled into the crown. At the time of the incident, the Transocean Marianas was conducting drilling operations on the HH002 Well. The crew was in the process of tripping out of the hole with 6 5/8" heavy weight pipe when the block and dolly came in contact with the crown. Four shims and two mounting bolts, from the frame that attaches the traveling block to the block retractor, fell to the rig floor approximately 167 feet. The operation was stopped and the rig floor was secured. There was damage to the crown block and traveling block. There were no injuries or pollution associated with the incident.

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

**Human Error:**

The driller was not paying attention to the position of the block and he hoisted the drill string above normal trip height.

**Possible Equipment Failure:**

Crown saver system failure or crown saver system was not activated after recalibration.

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

The Daily Drilling Report shows the crown saver was recalibrated on May 13, 2009.  
Detection: 145' Warning, 154' Stop

The crown saver was recalibrated within 24 hours of the accident. When recalibrating the crown saver, the system is turned off at the driller's station. It is possible that the system was not put back into service after the calibration. There is no specific information/witness indicating the crown saver system was turned on or off.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

**Crown Block and Travel Block**

NATURE OF DAMAGE:

**Damaged due to over traveling of block.**

ESTIMATED AMOUNT (TOTAL): **\$250,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

**The MMS New Orleans District makes no recommendations to the MMS Regional Office of Safety Management (OSM).**

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

**Notification of Incident(s) of Noncompliance (INC) G-110 was issued for the unsafe act of the driller failing to pay attention to the position of the traveling block.**

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

**Tom Meyer / Justin Josey /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**David J. Trocquet**

APPROVED

DATE: **10-JUL-2009**