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

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

4. LEASE: 00392  
   AREA: GI  
   LATITUDE:  
   BLOCK: 37  
   LONGITUDE:  

5. PLATFORM: CS  
   RIG NAME: HERCULES 173

6. ACTIVITY:  
   EXPLORATION (POE)  
   DEVELOPMENT/PRODUCTION (DCD/POD)

7. TYPE:  
   HI STORIC INJURY  
   EQUIPMENT FAILURE  
   HUMAN ERROR  
   EXTERNAL DAMAGE  
   SLIP/TRIP/FALL  
   WEATHER RELATED  
   LEAK  
   UPSET H2O TREATING  
   OVERBOARD DRI LLI NG FLUID  
   OTHER

8. CAUSE:

9. WATER DEPTH: 48 FT.

10. DISTANCE FROM SHORE: 7 M.

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

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

13. SEA STATE: 2 FT.
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
22. RECOMMENDATIONS TO PREVENT RECURRANCE 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 ON-SITE INVESTIGATION:

26-AUG-2011

26. ON-SITE TEAM MEMBERS:

Dan Phelps / Earl Roy / Robert Neal

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED
DATE: 12-JAN-2012