

UNITED STATES DEPARTMENT OF THE INTERIOR
MINERALS MANAGEMENT SERVICE
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 17-APR-2007 TIME: 0200 HOURS

2. OPERATOR: Hydro Gulf of Mexico, L.L.C.
REPRESENTATIVE: Ronnie Weeks
TELEPHONE: (713) 422-5106
CONTRACTOR: Ensco Offshore Co.
REPRESENTATIVE: Tom McCall
TELEPHONE: (281) 674-0750

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER Drill Pipe/Valve Back Out

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

6. OPERATION:

4. LEASE: G27483
AREA: BA LATITUDE: 28.11930096
BLOCK: A 24 LONGITUDE: -95.65264742

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

5. PLATFORM:
RIG NAME: ENSCO 75

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

8. CAUSE:

7. TYPE:
 HISTORIC INJURY
 REQUIRED EVACUATION
 LTA (1-3 days)
 LTA (>3 days) 1
 RW/JT (1-3 days)
 RW/JT (>3 days)
 Other Injury

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

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

9. WATER DEPTH: 142 FT.

LWC HISTORIC BLOWOUT
 UNDERGROUND
 SURFACE
 DEVERTER
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. DISTANCE FROM SHORE: 35 MI.

11. WIND DIRECTION: SW
SPEED: 20 M.P.H.

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

COLLISION HISTORIC >\$25K <=\$25K 13. SEA STATE: 5 FT.

17. INVESTIGATION FINDINGS:

While rigging-up to test the Blowout Preventers (BOP's), the drill crew was assembling three Rig Floor Safety Valves (TIW) and one pump-in sub using the Iron Roughneck. They were using the Iron Roughneck to spin the drill pipe into the first valve, pick it up with the drill pipe, and place another valve in the string until they had assembled all three valves and the pump-in sub. None of the valves had been torqued to the required specifications, which was going to be done with the Top-Drive. The assembled valves were a total of 12 feet 2 inches in length. As the driller began to lift the assembly to move it from the Safety Stand (rotary peg) to the drill pipe in the rotary slips, the assembly parted and fell to the rig floor. The Injured Person (IP) slipped and fell while attempting to escape, and his left arm was severely injured by the falling assembly.

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

The connection between the pin on the joint of drill pipe and the box of the top safety valve backed out during the make-up process, allowing partial separation of the connection. This probably occurred because the joint of drill pipe suspended in the elevators stopped rotating with the assembly.

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

When utilizing the pipe spinner on the Iron RoughNeck, the driller and drill crew failed to notice that when making up the third and fourth valves and pump-in sub that the pipe was un-screwing from the upper valves.

The jaws of the pipe spinner sit about five feet above the rig floor. Each valve is about three feet in length, so the spinner jaws were around the first valve when making up the second, third, and fourth valves. When the jaws are around pipe, all of the valves get turned to the right or simply tightened. When the valves were in the jaws of the spinner, all below the valves are tightened, all above are loosened. It is possible that the valves were loosened on the third and fourth valves, since none of the valves were tightened to their required torque.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

N/A

NATURE OF DAMAGE:

N/A

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Lake Jackson District makes no recommendation to the Regional Office of Safety Management.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

G-110

25. DATE OF ONSITE INVESTIGATION:

19-APR-2007

26. ONSITE TEAM MEMBERS:

Phillip Couvillion / James Barnard
/

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Stephen P. Martinez

APPROVED

DATE: **23-MAY-2007**

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:

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER Injured Person _____

WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE:

YEARS

EMPLOYED BY:

BUSINESS ADDRESS:

CITY:

STATE:

ZIP CODE:

