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

1. OCCURRED
DATE: 30-SEP-2007  TIME: 1145  HOURS

2. OPERATOR:  Chevron U.S.A. Inc.
   REPRESENTATIVE:  Campise, Debra
   TELEPHONE:  (832) 854-2617
   CONTRACTOR:  Ensco Offshore Co.
   REPRESENTATIVE:  Blackman, Floyd
   TELEPHONE:  (337) 837-8519

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

4. LEASE:  G16942
   AREA:  WR  LATITUDE:
   BLOCK:  29  LONGITUDE:

5. PLATFORM:
   RIG NAME:  ENSCO 7500

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

7. TYPE:
   [ ] HISTORIC INJURY
   [ ] REQUIRED EVACUATION
   [X] LTA (1-3 days)
   [ ] LTA (>3 days)
   [ ] RW/JT (1-3 days)
   [ ] RW/JT (>3 days)
   [ ] Other Injury
   [ ] FATALITY
   [ ] POLLUTION
   [ ] FIRE
   [ ] EXPLOSION
   [ ] HISTORIC BLOWOUT
   [ ] UNDERGROUND
   [ ] SURFACE
   [ ] DEVERTER
   [ ] SURFACE EQUIPMENT FAILURE OR PROCEDURES
   [ ] COLLISION
   [ ] HISTORIC
   [ ] >$25K
   [ ] <=$25K

   [ ] STRUCTURAL DAMAGE
   [ ] CRANE
   [X] OTHER LIFTING DEVICE
   [ ] DAMAGED/DISABLED SAFETY SYS.
   [X] INCIDENT >$25K  Block dolly retract
   [ ] H2S/15MIN./20PPM  system
   [ ] REQUIRED MUSTER
   [ ] SHUTDOWN FROM GAS RELEASE
   [ ] OTHER

6. OPERATION:
   [X] PRODUCTION
   [X] DRILLING
   [ ] WORKOVER
   [ ] COMPLETION
   [ ] HELICOPTER
   [ ] MOTOR VESSEL
   [ ] PIPELINE SEGMENT NO.
   [ ] OTHER

8. CAUSE:
   [X] EQUIPMENT FAILURE
   [X] HUMAN ERROR
   [ ] EXTERNAL DAMAGE
   [ ] SLIP/TRIP/FALL
   [ ] WEATHER RELATED
   [ ] LEAK
   [ ] UPSET H2O TREATING
   [ ] OVERBOARD DRILLING FLUID
   [ ] OTHER

9. WATER DEPTH:  5232 FT.

10. DISTANCE FROM SHORE:  150 MI.

11. WIND DIRECTION:  ESE
    SPEED:  23 M.P.H.

12. CURRENT DIRECTION:  E
    SPEED:  1 M.P.H.

13. SEA STATE:  6 FT.
17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On September 30, 2007, the drilling crew was preparing to slip and cut drill line. With the traveling block lowered to the rig floor, the driller prematurely disabled the Crown Motion Compensator. The Crown Motion Compensator was to be disabled later in the procedure when the traveling block was locked in place at the top of the derrick. When the traveling block was being raised to the top of the derrick, the Crown Protection System did not give a warning that the traveling block was near the top of the derrick because the Crown Motion Compensator was prematurely disabled. The traveling block consists of an upper dolly and lower dolly that moves along a rail system to guide the traveling block up and down within the derrick. The upper dolly contacted the stop pads at the top of the dolly rail system. The traveling block was then lowered to the rig floor for inspection where the upper dolly was found to be damaged. The upper dolly was removed from the traveling block and will be replaced. Drilling operations were able to proceed with the use of only the lower dolly until the upper dolly is replaced.

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

The driller proceeded ahead in the job procedure by prematurely disabling the Crown Motion Compensator because he was trying to speed up the process for crew change.

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

The procedure did not have detailed steps or identify specific potential hazards to be cautious of and look out for.

20. LIST THE ADDITIONAL INFORMATION:

Rig Personnel will undergo training sessions for more discipline process of how to review procedures for jobs. Procedures will be rewritten to provide better step details and identifying of potential hazards. Personnel will be required in derrick with radio communication for jobs requiring the traveling block to be raised and lowered.

NATURE OF DAMAGE: The framework of the upper dolly that guides the traveling block along the rail system was bent and had to be removed. It was not repairable and will be replaced.

ESTIMATED AMOUNT (TOTAL): $97,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE: The Houma District has no recommendations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS: Ben Coco

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR: Michael J. Saucier

APPROVED
DATE: 28-NOV-2007