

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

1. OCCURRED

DATE: **30-MAY-2006** TIME: **0009** HOURS

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

REPRESENTATIVE: **Dennis Sustala**

TELEPHONE: **(281) 366-0898**

3. LEASE: **G15607**

AREA: **GC** LATITUDE:

BLOCK: **743** LONGITUDE:

4. PLATFORM:

RIG NAME: **GSF DEVELOPMENT DRILLER II**

5. ACTIVITY: EXPLORATION(POE)

DEVELOPMENT/PRODUCTION
(DOCD/POD)

6. TYPE: FIRE

EXPLOSION

BLOWOUT

COLLISION

INJURY NO. 0

FATALITY NO. 0

POLLUTION

OTHER **Top Drive Unplanned Descent**

7. OPERATION: PRODUCTION

DRILLING

WORKOVER

COMPLETION

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: **6822** FT.

10. DISTANCE FROM SHORE: **138** MI.

11. WIND DIRECTION: **E**

SPEED: **9.8** M.P.H.

12. CURRENT DIRECTION: **SE**

SPEED: **2** M.P.H.

13. SEA STATE: **3** FT.

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

CITY: STATE:

TELEPHONE:

CONTRACTOR:

CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:

CITY: STATE:

TELEPHONE:

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

While drilling in the auto driller mode, the drill pipe racking system was put in the Anti Collision System (ACS). The Anti Collision System is a software package with communication between proximity switches placed at specific points to prevent pieces of equipment from coming into contact with one another. In this incident, the system prevented the collision of the traveling block with the drill pipe racking system. This action stopped the traveling block movement but the auto driller program continued to count. With the automatic driller pre-set to drill at a certain penetration rate, the computer (auto driller) will time how fast the block must descend to achieve this desired rate of penetration (i.e. count of the footage it should descend over a period of time). As the anti collision system prevented the block from descending for a certain period of time, the actual physical motion was stopped but the automatic driller continued to count the time elapsed. When the ACS was disengaged the block descended the distance it would have while interrupted (or counted), which was 18 feet. The drilling software program was carrying out the last command that it had received.

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

It was not identified that when the ACS stopped the traveling block in the auto driller mode that the auto driller program would continue to count.

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

A design in the software program.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

No equipment was damaged.

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

Due to the nature of this event, the Houma District has no recommendations to the Regional Office.

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:

29. ACCIDENT INVESTIGATION
PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED

DATE: **28-JUL-2006**