

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:

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 dolly retract**
- H2S/15MIN./20PPM **system**
- 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: **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 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.

21. PROPERTY DAMAGED:

**Upper dolly for traveling block.**

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 RECURRENCE 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**