

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

1. OCCURRED

DATE: **16-MAY-2005** TIME: **1200** HOURS

2. OPERATOR: **ChevronTexaco Corporation**

REPRESENTATIVE: **Moss Bannerman**

TELEPHONE: **(504) 592-6172**

3. LEASE: **G15562**

AREA: **GC** LATITUDE: **27.73167297**

BLOCK: **236** LONGITUDE: **-91.12238686**

4. PLATFORM:

RIG NAME **NOBLE THERALD MARTIN**

5. ACTIVITY: EXPLORATION(POE)

DEVELOPMENT/PRODUCTION
(DOCD/POD)

6. TYPE: FIRE

EXPLOSION

BLOWOUT

COLLISION

INJURY NO. 0

FATALITY NO. 0

POLLUTION

OTHER **Well Control Event**

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: **1987** FT.

10. DISTANCE FROM SHORE: **115** MI.

11. WIND DIRECTION: **N**

SPEED: **1** M.P.H.

12. CURRENT DIRECTION: **N**

SPEED: **1** M.P.H.

13. SEA STATE: **2** FT.

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

John Hartzog

CITY: **New Orleans**

STATE: **LA**

TELEPHONE: **(504) 592-7430**

CONTRACTOR: **NOBLE DRILLING (U.S.) INC.**

CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:

Nathan Laroux

CITY: **Sugar Land**

STATE: **TX**

TELEPHONE: **(281) 276-6186**

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On Monday, May 16, 2005, the crew was in the process of plugging back to sidetrack Green Canyon Block 236, Well #2. After washing sand and hydrocarbons from the well, a magna range wireline plug was set in 3 ½" tubing in the well at and pressure tested to psi. No flow was observed while washing the well out with ppg prior to setting the plug or after. The tubing was perforated above the magna range plug and the completion fluid was displaced from the annulus with . The well was observed to be static. The tubing was then cut above the magna range plug at . The hanger was unlocked and the tubing picked up; it took 160,000 over pull to part the tubing at the cut (cut was not complete). Well was static for 30 minutes and then there were indications of slugging (annular flow and sucking on the drill pipe). The lower annular was shut in on the tubing and control lines below the hanger and the well was shut in and had 0 pressure on the tubing and casing. They continued circulating the well and had oil and gas in the returns. Eventually, pressure began to build and flow increased while circulating out oil and gas. The kick volume was estimated at over 100 barrels. The final shut in pressure after circulating out the kick was 2520 on the casing and tubing which included roughly 200 psi trapped pressure.

There was not enough of the original completion fluid on location to kill the well. Chevron had already ordered the drilling mud which was planned to follow the which was in the hole. As it worked out, the fastest thing they could do was wait on the drilling mud which took roughly 30 hours to get on location. The well was killed uneventfully with the mud.

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

The PES packer leaked and the came in.

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

ZnBr brittleed the elements on the PES packer. There was inadequate mud weight to handle the sand once the packer leaked. The crew had to wait 30 hours to receive the mud on location.

21. PROPERTY DAMAGED:

n/a

NATURE OF DAMAGE:

n/a

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Due to the specific nature of this incident, the Houma District has nothing to recommend to the Regional Office.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **NO**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

none

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

Amy Gresham / Brandon Sanchez /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED

DATE: **12-JUL-2005**