UNITED STATES DEPARTMENT OF THE INTERIOR -
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT -
GULF OF MEXICO REGION -

ACCIDENT INVESTIGATION REPORT

1. OCCURRED
DATE: **12-NOV-2015** TIME: **0100** HOURS

2. OPERATOR: **Shell Offshore Inc.**
REPRESENTATIVE:
TELEPHONE:
CONTRACTOR: -
REPRESENTATIVE: -
TELEPHONE:

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

4. LEASE: **G17565**
AREA: **AC** LATITUDE:
BLOCK: **857** LONGITUDE:

5. PLATFORM:
RIG NAME: **NOBLE DON TAYLOR**

6. ACTIVITY:
- [X] 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.
- [X] INCIDENT >$25K **Crown cluster crack**
- [ ] H2S/15MIN./20PPM
- [ ] REQUIRED MUSTER
- [ ] SHUTDOWN FROM GAS RELEASE
- [X] OTHER **Lifting Device**

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

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

9. WATER DEPTH: **7835** FT.

10. DISTANCE FROM SHORE: **140** MI.

11. WIND DIRECTION: **N** -
SPEED: **5** M.P.H.

12. CURRENT DIRECTION: **N**
SPEED: **2** M.P.H.

13. SEA STATE: **1** FT.

17. INVESTIGATION FINDINGS: -

On November 12, 2015, at approximately 0100 hours, the drill crew was tripping in the hole (TIH) with 22 inch casing on the landing string. A Floor Man monitoring the hydra racker drag chain noticed the derrick shaking more than normal and observed smoke coming from the main side crown cluster and called an "All Stop." Simultaneously, the Driller noticed a change in hook load and ceased operations. It was discovered after further inspection the first reduction 78 inch sheave in the crown cluster had a vertical crack and had shifted downward approximately 3 inches.

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

Weld defects near the root of the weld between the web plates and the hub as noted in NOV Product Bulletin No. 87819987.

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

None

20. LIST THE ADDITIONAL INFORMATION:

Crown cluster was replaced.

21. PROPERTY DAMAGED:

Crown cluster 78 inch sheave

NATURE OF DAMAGE:

Vertical crack crown cluster sheave

ESTIMATED AMOUNT (TOTAL): **$330,787**

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

No recommendations at this time.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

18-NOV-2015

26. ONSITE TEAM MEMBERS:

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

OCS REPORT:

Michael Fornia / David Kearns /
James Holmes /

30. DISTRICT SUPERVISOR:

John McCarroll -

APPROVED
DATE: **22-FEB-2016**