

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

ACCIDENT INVESTIGATION REPORT

For Public Release

1. OCCURRED

DATE: **18-SEP-2013** TIME: **1600** HOURS

2. OPERATOR: **SandRidge Offshore, LLC**
REPRESENTATIVE:
TELEPHONE:
CONTRACTOR:
REPRESENTATIVE:
TELEPHONE:

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

4. LEASE: G02650

AREA: **EB** LATITUDE:
BLOCK: **110** LONGITUDE:

5. PLATFORM: **A-Tequila**
RIG NAME: **NABORS S.D. IV**

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
 H2S/15MIN./20PPM
 REQUIRED MUSTER
 SHUTDOWN FROM GAS RELEASE
 OTHER

6. OPERATION:

PRODUCTION
 DRILLING
 WORKOVER
 COMPLETION
 HELICOPTER
 MOTOR VESSEL
 PIPELINE SEGMENT NO.
 OTHER **Abandonment**

8. CAUSE:

EQUIPMENT FAILURE
 HUMAN ERROR
 EXTERNAL DAMAGE
 SLIP/TRIP/FALL
 WEATHER RELATED
 LEAK
 UPSET H2O TREATING
 OVERBOARD DRILLING FLUID
 OTHER

9. WATER DEPTH: **660** FT.

10. DISTANCE FROM SHORE: **75** MI.

11. WIND DIRECTION: **W**
SPEED: **20** M.P.H.

12. CURRENT DIRECTION: **SW**
SPEED: **6** M.P.H.

13. SEA STATE: **5** FT.

17. INVESTIGATION FINDINGS:-

While skidding the rig from South to North, the rig was walking/slipping in a westerly direction. The rig crew attempted to correct the rig's westward movement by skidding the rig back South trying to center the package (East-West alignment) on the platform skid beams. After repeated failed attempts to skid the rig into position, the decision was made to unpin the rollers from their properly installed position, and rotate them 90 degrees. This placed the rollers across the skid beam in an East/West direction. According to the approved diagram, the rollers are supposed to be pinned in the same direction as the platform skid beams (North to South only). This would prevent the rollers from slipping out of place. Once the rig would be centered, the plan was for the rig crew to insert the (unapproved) guide pins on the East side of the rig package. With the rollers improperly installed East/West, the crew moved the rig in position to insert the (unapproved) guide pins. Before the pins could be inserted, the rig suddenly moved West causing the rollers to slip off the platform skid beams. The entire platform rig fell off the East skid beam and came to rest, cantilevered on the West platform skid beam. Both the rig package and the platform structure were damaged from the impact. With the rig package resting on the West platform skid beam only, the entire platform rig package was sitting at a 2 degree angle.

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

Rig package was not correctly installed during initial construction. -
Rig package was not centered correctly during initial construction. -
Rig crew did not install the approved skidding guides as detailed on the approved rig skidding procedure. -
The skid rollers were not utilized properly and were unpinned and rotated 90 degrees across the skid beams. -

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

Skid rollers were unpinned and rotated 90 degrees by rig personnel and not utilized properly as designed. -
Skid beams were not marked as to where the rig would be located once it was moved over the desired well slot as described in the approved rig skidding procedure. -
Stop Work Authority was not utilized when the situation changed. -
Stop Work Authority was not utilized when changes were made to the skidding procedure. -
Stop Work Authority was not utilized as it was known that no formal rig move procedures were available on site. -

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Follow the approved Rig Skidding Procedure as designed
Job Safety Analysis should be more complete and a Hazard Analysis should be done
prior to any job task.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

G-110 Facility Shut-In 30 CFR 250.107(a) -

No written procedures to safely construct platform rig. -
Rig was not centered correctly on the platform skid beams. -
No written formal written procedure for skidding the platform rig. -
Skidding guides utilized were not the approved skidding guides. -
Rollers were unpinned from their proper position and rotated 90 degrees across the
skid beams. -
Stop Work Authority was not utilized when conditions changed. -

25. DATE OF ONSITE INVESTIGATION:

19-SEP-2013

26. ONSITE TEAM MEMBERS:

John Orsini / David Kearns / James
Holmes /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

John McCarroll

APPROVED

DATE: 21-MAR-2014