

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: **04-MAY-2013** TIME: **2025** HOURS

2. OPERATOR: **Black Elk Energy Offshore Operatio**  
REPRESENTATIVE:  
TELEPHONE:  
CONTRACTOR:  
REPRESENTATIVE:  
TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

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

6. OPERATION:

4. LEASE: **G03241**  
AREA: **HI** LATITUDE:  
BLOCK: **A 443** LONGITUDE:

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

5. PLATFORM: **A**  
RIG NAME: **NABORS SUPER SUNDOWNER XXI**

6. ACTIVITY:  EXPLORATION (POE)  
 DEVELOPMENT/PRODUCTION  
(DOCD/POD)

8. CAUSE:

7. TYPE:  
 HISTORIC INJURY  
 REQUIRED EVACUATION **1**  
 LTA (1-3 days)  
 LTA (>3 days)  
 RW/JT (1-3 days)  
 RW/JT (>3 days)  
 Other Injury

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

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

LWC  HISTORIC BLOWOUT  
 UNDERGROUND  
 SURFACE  
 DEVERTER  
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

COLLISION  HISTORIC  >\$25K  <=\$25K

9. WATER DEPTH: **182** FT.  
10. DISTANCE FROM SHORE: **81** MI.  
11. WIND DIRECTION:  
SPEED: M.P.H.  
12. CURRENT DIRECTION:  
SPEED: M.P.H.  
13. SEA STATE: FT.

17. INVESTIGATION FINDINGS: -

Rig was picking up 31' by 2 3/8" tubing in single joints from v-door with bails and elevators to make up on tubing string to run in the hole. As the block traveled up with a tubing joint, the bails, elevator, and tool joint of tubing were not properly inside the derrick. Therefore, the elevators struck the derrick above the v-door causing the lower end of the tubing joint to violently swing into the rig floor striking the Tong Operator in the left side of his face.

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

Driller did not look to verify the bails and the elevators were inside the derrick before moving the block upwards. The drawworks transmission was in high gear creating a smaller time frame to free float the elevators into a vertical position under the top drive.

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

Job Safety Analysis (JSA) was not properly documented prior to starting tour of duty. The third party Tong Operator was not on the JSA, including the injured person (IP) who was working the tongs during time of injury.

20. LIST THE ADDITIONAL INFORMATION:

The Derrickman was operating the rig approximately an hour before injury occurrence. He was picking up a 31' by 2 3/8" tubing joint with elevators and bails and struck the derrick above v-door. No injury occurred and Driller assumed the controls. JSA for the crane operations were not properly completed. Personnel on the rig floor who were signaling and rigging down the tubing bundles did not sign the JSA.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

None

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **YES**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

G-110

At the time of injury occurrence, the Driller failed to properly control all equipment while operating the rig as a 31' by 2 3/8" tubing joint was picked up from v-door to be run into wellbore. The Driller extended bails and elevators out to v-door and latched onto single tubing joint. The draw works transmission was in

high gear as the joint was pulled into derrick to make torque connection on the slipped tubing string sitting in wellbore. As the lower end of the tubing joint cleared the v-door and entered the rig floor, the elevators holding the tubing joint and the top drive bails struck the derrick structure at the A-frame/girder area directly above v-door. The bails and elevators impacted the derrick frame at a high rate of speed causing the lower end of the tubing joint to violently swing across rig floor. The tubing joint struck the top support of the torqueing tongs shoving the tongs into the Third Party Supervisor. The tubing ricocheted off the tongs' support and struck the injured person's left side of his face.

25. DATE OF ONSITE INVESTIGATION:

05-MAY-2013

26. ONSITE TEAM MEMBERS:

Phillip Couvillion / John Orsini /  
Joe Trevino /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

John McCarroll

APPROVED

DATE: 26-NOV-2013