

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: 25-JUN-2018 TIME: 0530 HOURS

2. OPERATOR: Shell Offshore Inc.

REPRESENTATIVE:
TELEPHONE:

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

REPRESENTATIVE:
TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- 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: 8. OPERATION:

4. LEASE: G07493

AREA: GB LATITUDE: 27.56979122
BLOCK: 427 LONGITUDE: -92.39572355

5. PLATFORM:

RIG NAME: NOBLE DON TAYLOR

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

6. ACTIVITY:

- EXPLORATION(POE)
- DEVELOPMENT/PRODUCTION (DOCD/POD)

7. TYPE:

- HISTORIC INJURY
 - REQUIRED EVACUATION 1
 - LTA (1-3 days)
 - LTA (>3 days) 1
 - 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

9. CAUSE:

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

- 10. WATER DEPTH: 2720 FT.
- 11. DISTANCE FROM SHORE: 128 MI.
- 12. WIND DIRECTION:
SPEED: M.P.H.
- 13. CURRENT DIRECTION:
SPEED: M.P.H.
- 14. SEA STATE: FT.
- 15. PICTURES TAKEN:
- 16. STATEMENT TAKEN:

17. INVESTIGATION FINDINGS:

At 05:30 hours on 25 June 2018, a Noble Drilling Services, Inc. (Noble) Derrickman sustained a foot injury during completion operations on the Noble Don Taylor (NDT) drill ship under contract to Shell Offshore Inc. (Shell) at the surface location in Garden Banks (GB) Block 427. The severity of the injury to Noble Derrickman's right foot required evacuation for a medical evaluation onshore.

On the night prior to the incident, a Noble drill crew were tripping drill pipe into the hole at the main floor area while the auxiliary floor was being utilized to lay down drill pipe. On the morning of 25 June 2018, the auxiliary drill crew ceased laying down drill pipe and held a job safety analysis (JSA) meeting to discuss making up a chiksan line assembly to be used later for testing an upper completion zone. The chiksan line assembly was made up with the assistance of a third party contractor, Supreme Services, and staged near the main floor area for use later. However, the main drill crew was unable to land out the tubing hanger, so it was decided to allow the auxiliary drill crew to continue laying down drill pipe. To resume laying down drill pipe at the auxiliary floor area, the chiksan line assembly had to be moved.

Therefore, the auxiliary drill crew began rigging down the chiksan line assembly to clear the auxiliary area in preparation for laying down drill pipe. As the aft 5-ton air hoist (tugger) was lifting the 2-inch chiksan line assembly off the hydra-racker track, it suddenly fell approximately 36 inches, striking the top a Noble Derrickman's right foot. There was an immediately all stop given as personnel attended to the Noble Derrickman's injury. He was then taken to the Rig Medic for medical attention and was then flown in on a regularly scheduled helicopter flight for a medical evaluation by a physician.

The injured Noble Derrickman was diagnosed by a physician to have sustained three fractures to his right foot and was released to perform sedentary work; however, he was not cleared to return to work offshore on the rig.

The BSEE Lafayette District performed an investigation into the incident, obtaining documents, photographs, and witness statements. One of the provided photographs showed the air hoist cable unevenly distributed on the spool. According to the Noble Job Plan, one of the actions to mitigate the hazard of "unsafe rigging" was to "inspect all rigging." Another action to mitigate the hazard of setting "load on feet" was to "watch all body and foot placement." The JSA stated to "use tag lines/hands free lifting" to mitigate the potential hazard of personnel injury.

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

The BSEE incident investigation team determined that the probable causes of the incident were as follows: 1) Failure of the air hoist operator to recognize that the cable was spooling unevenly across the air hoist drum and 2) Improper body placement by the Noble Derrickman by placing his body below a live load.

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

BSEE's investigation into this incident revealed the following contributing causes: 1) Drill floor crew failed to follow controls stated in the Job Plan or JSA; 2) Inadequate supervision because a stop work was not given when the drill crew were not adhering to hazard-mitigating actions as stated in the Job Plan or the JSA; and 3) Slipping of the cable on the air hoist drum due to uneven spooling.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED: NATURE OF DAMAGE:
No property was damaged during this incident. **Not applicable.**

ESTIMATED AMOUNT (TOTAL): \$

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The BSEE Lafayette District recommendations to the Office of Incident Investigations issue a Safety Alert for this incident.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

Based on the incident investigation findings, a G-110 Incident of Noncompliance (INC) was issued "After the Fact" to Shell Offshore, Inc., (Shell) to document its failure to protect health, safety and the environment by performing operations in an unsafe and unworkmanlike manner. On 25 June 2018, a Noble Floorman sustained an injury when a chiksan line assembly fell on his right foot during lifting operations with an air hoist. The Noble Floorman was evacuated from the rig and was diagnosed by a physician to have sustained three fractures to his right foot.

25. DATE OF ONSITE INVESTIGATION:

28-JUN-2018

28. ACCIDENT CLASSIFICATION:

26. INVESTIGATION TEAM MEMBERS:

Troy Naquin /

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

OCS REPORT:

30. DISTRICT SUPERVISOR:

Elliott S. Smith

27. OPERATOR REPORT ON FILE:

APPROVED

DATE: **29-AUG-2018**