

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: 10-JAN-2021 TIME: 1535 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:

BLOCK: 427 LONGITUDE:

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

5. PLATFORM:

RIG NAME: NOBLE GLOBETROTTER

6. ACTIVITY:

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

9. CAUSE:

7. TYPE:

INJURIES:

HISTORIC INJURY

OPERATOR CONTRACTOR

REQUIRED EVACUATION 0 1

LTA (1-3 days)

LTA (>3 days)

RW/JT (1-3 days)

RW/JT (>3 days)

FATALITY

Other Injury

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

POLLUTION

FIRE

EXPLOSION

LWC  HISTORIC BLOWOUT

UNDERGROUND

SURFACE

DEVERTER

SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. WATER DEPTH: 2719 FT.

11. DISTANCE FROM SHORE: 149 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:

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

On 10 January 2021, at approximately 15:35 hours, an injury occurred at Shell Offshore Inc.'s (Shell) Outer Continental Shelf G-07493 Garden Banks (GB) Block 427 on the Noble Drilling (Noble) Globetrotter I drillship.

Sequence of Event:

On 10 January 2021, during well operations, a crew was working in the Starboard riser bay hold area preparing to install a riser insert on the sixth level with the use of an air hoist. The Supervisor used the rig crane to lift the riser inserts on the Port side without incident, but he did not request to lift the riser inserts on the Starboard side with the crane. A welder, the injured party (IP), acting as a Rigger, grabbed the air hoist cable with his right hand to prevent the riser insert from contacting the scaffolding as the riser was being lifted to the sixth level. Two other employees were positioned on the fourth level, using hands-free equipment, pushed the riser insert away from the scaffolding. The IP located on the fifth level was not using hands-free equipment. As the air hoist operator raised the riser insert, the IP who was wearing welder's gloves, placed his right hand on the air hoist cable when his right index finger was drawn up and squeezed between the air hoist cable and the sheave.

One of the employees on the fourth level signaled an all stop and the riser insert was lowered to the deck, freeing the IP's right index finger. The IP reported to the Rig Medic and was observed to have sustained a small abrasion on his right index finger. The Rig Medic gave the IP a tetanus shot and over the counter medication for his injury.

On 11 January 2021, the IP was sent in onshore on a crew change flight for a medical evaluation. The IP had X-rays on his right hand that revealed he had sustained a hairline fracture to his right index finger. The IP required surgery by an Orthopedic Surgeon to repair the right index finger hairline fracture.

BSEE Investigation:

On 14 January 2021, a Bureau of Safety and Environmental Enforcement (BSEE) Lafayette District Investigators conducted an onsite incident investigation of the Noble Globetrotter I during a regularly scheduled monthly inspection. BSEE met with Shell and Noble representatives to collect available information pertaining to the incident. Shell and Noble representatives informed BSEE that they were in the initial stages of their investigation, so information was very limited. BSEE gathered any available information such as the Job Safety Analysis and coordinated for the delivery of all remaining investigation-related documents from Shell and Noble.

A post investigation report revealed that cause of the accident was due to improper hand placement on an air hoist cable during lifting operations and that the job was not stopped by the crew when the IP's hand was holding on the air hoist cable that pose a threat. In addition, the tasks and hazards were not properly addressed in the Permit to Work and the Job Safety Analysis since the documents did not categorize lifting riser inserts as a critical lift; however, the Lift Plan did categorize it as a critical lift.

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

The BSEE incident investigation team determined that the probable cause of the incident was due to improper hand placement by the Rigger on the air hoist cable as the riser insert was being hoisted.

BSEE's investigation into this incident identified the following contributing causes:

- 1) failure of the Supervisor to request using the rig crane instead of the air hoist to lift the riser inserts that was performed previously on the Port side without incident;
- 2) the crew failed to stop the job when the IP placed his hand on the air hoist cable;
- and 3) the Permit to Work and the Job Safety Analysis did not categorize lifting riser inserts as a critical lift; however, the Lift Plan did categorize it as a critical lift and in the process the task was not properly assessed.

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 makes no recommendations to the Office of Incident Investigations regarding 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) is issued to document that Shell Offshore Inc. failed to perform operations in a safe and workmanlike manner onboard the Noble Drilling Globetrotter I drill ship that was conducting drilling operations at Garden Banks Block 427. On 10 January 2021, the injured party (IP), acting as a Rigger, sustained an injury as he guided an air hoist cable with his right hand that was squeezed between the air hoist cable and sheave. The injury was the result of improper hand placement. The IP was evacuated and diagnosed with a hairline fracture in his right index finger. The IP required surgery by an Orthopedic Surgeon to repair the right index finger hairline fracture.

A BSEE Incident Follow-up Investigation Team determined that IP's right index finger injury was a result of: 1) improper hand placement; 2) prior to the job task, the supervisor did not request to use the rig crane instead of the air hoist to perform the job task as previously done on the Port side; 3) the job was not stopped when the IP placed his hand on the air hoist cable; and 4) that the job task was not categorized as a critical lift as stated in the Lift Plan.

25. DATE OF ONSITE INVESTIGATION:

**14-JAN-2021**

26. INVESTIGATION TEAM MEMBERS:

**Roy Kuhn (Onsite) / Troy Naquin (Onsite  
& Report Author) /**

27. OPERATOR REPORT ON FILE:

28. ACCIDENT CLASSIFICATION:

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

OCS REPORT:

30. DISTRICT SUPERVISOR:

**Robert Ranney**

APPROVED

DATE:

**06-JUN-2021**