

UNITED STATES DEPARTMENT OF THE INTERIOR  
MINERALS MANAGEMENT SERVICE  
GULF OF MEXICO REGION

# ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **28-MAR-2007** TIME: **0515** HOURS

2. OPERATOR: **BP Exploration & Production Inc.**  
REPRESENTATIVE: **Onstott, Linda**  
TELEPHONE: **(281) 366-0219**  
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 **Rupture in 4" take-on hose**

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

6. OPERATION:

4. LEASE: **G11081**  
AREA: **GC** LATITUDE:  
BLOCK: **645** LONGITUDE:

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

5. PLATFORM: **A-Holstein Spar**  
RIG NAME: **HOLSTEIN SPAR RIG**

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

8. CAUSE:

7. TYPE:  
 HISTORIC INJURY  
 REQUIRED EVACUATION  
 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

9. WATER DEPTH: **4340** FT.

LWC  HISTORIC BLOWOUT  
 UNDERGROUND  
 SURFACE  
 DEVERTER  
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. DISTANCE FROM SHORE: **119** MI.

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

12. CURRENT DIRECTION: **WSW**  
SPEED: **1** M.P.H.

13. SEA STATE: **4** FT.

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

17. INVESTIGATION FINDINGS:

The Motor Vessel "Dante" was transferring Calcium Bromide (CaBr<sub>2</sub>) to the Holstein Spar Rig. A hose watch was in place monitoring the operation, when a rupture was observed in the 4" take-on hose. The transfer operation was shut down immediately, with approximately 1 barrel of fluid lost to the Gulf of Mexico in a thirty second period. Further investigation determined that the hose had a 1/2" hole, and the hose had not been in service since December 2006.

The hose had been inspected with no internal damage prior to use, and also tested with forty (40) psi air pressure from the boat manifold to the rig manifold.

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

The hose is believed to have been punctured from the outside during the fluid transfer operation.

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

General hose deterioration/abrasion resulting from the lack of service use.

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

One hose.

NATURE OF DAMAGE:

1/2" hole in hose.

ESTIMATED AMOUNT (TOTAL): \$3,200

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Due to the specific nature of this incident, the Houma District has no recommendations to report to the Regional Office of Safety Management.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

29. ACCIDENT INVESTIGATION  
PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

**Michael J. Saucier**

APPROVED

DATE: **25-MAY-2007**



