

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 21-OCT-2007 TIME: 0915 HOURS

2. OPERATOR: Anadarko Petroleum Corporation
REPRESENTATIVE: Reier, Gaylene
TELEPHONE: (832) 636-3096
CONTRACTOR: Diamond Offshore Drilling, Inc.
REPRESENTATIVE: Summers, Alan
TELEPHONE: (281) 647-2168

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

4. LEASE: G24179
AREA: GC LATITUDE: 27.22331583
BLOCK: 726 LONGITUDE: -90.8363025

5. PLATFORM:
RIG NAME: DIAMOND OCEAN VALIANT

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 Riser term./adaptor
 H2S/15MIN./20PPM joints
 REQUIRED MUSTER
 SHUTDOWN FROM GAS RELEASE
 OTHER

6. OPERATION:

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

8. CAUSE:

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

9. WATER DEPTH: 4674 FT.

10. DISTANCE FROM SHORE: 150 MI.

11. WIND DIRECTION: E
SPEED: 14 M.P.H.

12. CURRENT DIRECTION: NW
SPEED: 0 M.P.H.

13. SEA STATE: 4 FT.

17. INVESTIGATION FINDINGS:

At approximately 0915 hours on 21 October 2007, the Diamond Ocean Valiant was conducting drilling operations when the riser began losing mud. The Remotely Operated Vehicle (ROV) immediately observed mud being discharged from a split in the side of the riser termination joint. Within approximately 1-1/2 hours, 1929 barrels of Synthetic Base Mud (SBM) was discharged into GOM waters. The synthetic portion of the mud was 55%, therefore giving a total of 1061 barrels of synthetic fluid released.

After securing the well with a storm packer, the riser was pulled to surface for examination. A nearly two foot long split was found in the termination joint along with heavy keyseating damage.

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

The cause of the incident was insufficient riser tension. This allowed for keyseating to occur which led to the rupture of the termination joint.

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

*The correct tension to be pulled on the riser was not done prior to changing the fluid from seawater to 15 ppg mud within the riser as prescribed by API RP 16Q. In addition to insufficient tension being pulled on the riser, the configuration of the riser was incorrect. Even if the proper tension had been pulled on the riser with the configuration that the rig was utilizing, it still would have been insufficient because the riser was actually heavier than the rig was aware.

*Non-Rotating Drill Pipe Protectors (NRDPP) were not being used at the time of the incident. Keyseating is wear caused by the whipping of the drill string against the riser wall while the drill string is rotating.

20. LIST THE ADDITIONAL INFORMATION:

The termination joint is located at the bottom of the riser above where it connects to the BOP stack. The termination joint had been in service for approximately two years and all inspection reports prior to this operation were acceptable. In addition to the termination joint, the riser adaptor joint also sustained damage.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

The damaged portions of the riser were the termination joint and riser adaptor joint.

The termination joint sustained keyseating and rupture. The riser adaptor joint sustained keyseating.

ESTIMATED AMOUNT (TOTAL): \$180,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Houma District has no recommendations for the Regional Office of Safety Management.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

An Incident of Non-Compliance (E-100) for pollution will be issued since the cause was human error.

25. DATE OF ONSITE INVESTIGATION:

24-OCT-2007

26. ONSITE TEAM MEMBERS:

Ben Coco / Jerry Freeman / Kelly Bouzigard /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE: 01-JUL-2008

