

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 04-JUL-2009 TIME: 0910 HOURS

2. OPERATOR: BP Exploration & Production Inc.

REPRESENTATIVE: Sustala, Dennis

TELEPHONE: (713) 865-6824

CONTRACTOR: Transocean Offshore

REPRESENTATIVE: Barber, Dennis

TELEPHONE: (832) 587-6933

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

4. LEASE: G15607

AREA: GC LATITUDE:

BLOCK: 743 LONGITUDE:

5. PLATFORM:

RIG NAME: GSF DEVELOPMENT DRILLER II

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 casing elevators  
 DAMAGED/DISABLED SAFETY SYS.  
 INCIDENT >\$25K \$231,500.  
 H2S/15MIN./20PPM  
 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: 6936 FT.

10. DISTANCE FROM SHORE: 106 MI.

11. WIND DIRECTION: SSE  
SPEED: 15 M.P.H.

12. CURRENT DIRECTION: E  
SPEED: 1 M.P.H.

13. SEA STATE: 1 FT.

17. INVESTIGATION FINDINGS:

While running 28 inch Conductor Casing on the Main Rotary, the casing dropped out of the elevators being used to support the load and fell into GOM waters. This activity was being performed riserless. The casing string had just been made up on the 18th joint of the planned 31 joints and was being lowered in preparation for the 19th joint. The total length of dropped casing was 728 feet. The casing elevators being used at the time were Horseshoe Elevators from Frank's Casing. The utilization of the elevators from Frank's Casing was suspended and the casing job was rerun with Hydraulic Elevators from Weatherford. This particular casing had not been run before with the Frank's Horseshoe Elevators.

The Weatherford Hydraulic Elevators had been used numerous times without incident. These elevators have a 360 degree coupling of the casing and more tolerance for the outer diameter of the casing and inner diameter of the elevators.

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

The Frank's Horseshoe Elevators are believed to have insufficient load holding capacity for the casing that was being run due to the tolerances of the outer diameter of the casing and inner diameter of the elevators as well as the elevators not being a 360 degree coupling of the casing. This combination allowed the casing to fall through the elevators when its load capacity was exceeded with the make-up of the 18th joint in the casing string.

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

20. LIST THE ADDITIONAL INFORMATION:

The production in the field was not shut-in at the time of the drop because the model for the Dropped Objects Plan indicated that the drop would not be of consequence to the subsea production flowlines. When a search for the casing did not locate the casing in the expected drop zone, the model was suspended from use until it could be reexamined. Another dropped incident occurred 11 days later where the BHA was dropped. The field production was immediately shut-in; on this event, the model did prove to be accurate in that the BHA was located in the predicted drop zone. When the dropped objects model was reexamined it was realized that the model could not accurately predict the drop zone for a tubular object but could for a non-tubular object. Any future drops on tubular objects will cause an immediate shut-in of subsea production.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

18 joints of 28 inch casing.

Dropped to seafloor.

ESTIMATED AMOUNT (TOTAL):           **\$231,500**

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

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

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **NO**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

**Ben Coco /**

29. ACCIDENT INVESTIGATION

PANEL FORMED:   **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**Bryan A. Domangue**

APPROVED

DATE:   **03-NOV-2009**