

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 25-OCT-2009 TIME: 1830 HOURS

2. OPERATOR: Shell Offshore Inc.  
REPRESENTATIVE: Bill Terrebonne  
TELEPHONE: (504) 728-6237  
CONTRACTOR: NOBLE DRILLING (U.S.) INC.  
REPRESENTATIVE: Brown, Daniel  
TELEPHONE: (281) 276-6443

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER Accolade Base Fluid

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

6. OPERATION:

4. LEASE: G12166  
AREA: MC LATITUDE: 28.18457819  
BLOCK: 765 LONGITUDE: -89.13206539

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

5. PLATFORM:  
RIG NAME: NOBLE JIM THOMPSON

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: 3544 FT.

- LWC  HISTORIC BLOWOUT
- UNDERGROUND
  - SURFACE
  - DEVERTER
  - SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. DISTANCE FROM SHORE: 79 MI.

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

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

COLLISION  HISTORIC  >\$25K  <=\$25K 13. SEA STATE: 4 FT.

17. INVESTIGATION FINDINGS:

On 25 October 2009, at approximately 1830 hours, 314 bbls of Accolade Base Fluid (Accolade), a synthetic base mud additive, was discharged overboard. A pontoon hand inadvertently pumped out the MPP-02 tank containing the Accolade when he assumed it was seawater. The pontoon hand discharged the contents into Gulf waters without reading the rig logs or verifying the contents of the tank. The Pontoon hand was notified five hours later that the Accolade and not seawater was in tank MPP-02. At the time of the incident, the rig was in the process of pulling anchors to move off location.

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

The pontoon hand did not read the rig log of 19 October 2009 which states that the fluid was transferred to tank MPP-02, but instead assumed that seawater was in the tank.

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

1. No testing of the tank(s) fluids were performed prior to the discharge operation.
2. No signs were installed on the tank(s) to indicate their contents.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

ESTIMATED AMOUNT (TOTAL): \$105,240

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The MMS New Orleans District makes no recommendations to the MMS Regional Office of Safety Management (OSM).

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

Notification of Incidents of Noncompliance (INC) E-100 issued.

National Pollutant Discharge Elimination System (NPDES) violation.

25. DATE OF ONSITE INVESTIGATION:

02-NOV-2009

26. ONSITE TEAM MEMBERS:

James Webb / Peter Botros / Darryl Williams / Tom Meyer /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Trocquet, David

APPROVED

DATE: 02-APR-2010

