

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 12-DEC-2009 TIME: 0745 HOURS

2. OPERATOR: Marathon Oil Company

REPRESENTATIVE: Cole, Janet

TELEPHONE: (713) 296-3205

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

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

6. OPERATION:

4. LEASE: G11043

AREA: GC LATITUDE: 27.7255011

BLOCK: 244 LONGITUDE: -90.7309

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

5. PLATFORM:

RIG NAME: NOBLE PAUL ROMANO

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: 2950 FT.

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

10. DISTANCE FROM SHORE: 105 MI.

11. WIND DIRECTION: SSE
SPEED: 38 M.P.H.

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

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

13. SEA STATE: 8 FT.

17. INVESTIGATION FINDINGS:

On 12-Dec-2009 at 0745 hours, the Noble Paul Romano Rig was installing the upper completion assembly for the DR005 wellbore. Rig personnel observed an intermittent decrease in the volume of 14.8 ppg Zinc Bromide completion fluid from the trip tank. All surface equipment was immediately checked for leaks with no leak discovered. The Remotely Operated Vehicle (ROV) was also launched to inspect the riser while preparations were being made to displace the riser with sea water. The ROV footage indicated a leak between the eleventh and twelfth riser joint located approximately 2050 feet below sea level. The well was then displaced with sea water.

Later Marathon findings determined that the leak occurred from a damaged riser mud seal o-ring during sea states of approximately 8 feet. It was later discovered that as the sea state calmed the leak stopped. The riser leaked a total of 10 bbls of 14.8 ppg Zinc Bromide completion fluid.

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

A damaged mud seal o-ring between riser joints eleven and twelve.

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

Extensive rig heave resulting from rough sea states.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

Riser mud seal o-ring was damaged and 10 bbls of 14.8 ppg ZnBr2 completions fluid lost overboard. N/A

ESTIMATED AMOUNT (TOTAL): \$4,625

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.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

N/A

25. DATE OF ONSITE INVESTIGATION:

NO

26. ONSITE TEAM MEMBERS:

Casey Bisso /

29. ACCIDENT INVESTIGATION

PANEL FORMED:

30. DISTRICT SUPERVISOR:

OCS REPORT:

Bryan A. Domangue

APPROVED

DATE: **22-DEC-2010**

