

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF OCEAN ENERGY MANAGEMENT, REGULATION AND ENFORCEMENT
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 06-MAR-2010 TIME: 1500 HOURS

2. OPERATOR: **BP Exploration & Production Inc.**
REPRESENTATIVE: **Winfree, Bekki**
TELEPHONE: (281) 366-8372
CONTRACTOR: **Transocean Offshore**
REPRESENTATIVE: **Jason Braquet**
TELEPHONE: (713) 232-8245

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER **Drilling line back-lash**

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

6. OPERATION:

4. LEASE: **G09868**
AREA: **MC** LATITUDE:
BLOCK: **778** LONGITUDE:

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

5. PLATFORM:
RIG NAME: **T.O. DISCOVERER ENTERPRISE**

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 **Mud U-tubing**

FATALITY
 POLLUTION
 FIRE
 EXPLOSION

9. WATER DEPTH: **5626** FT.

LWC HISTORIC BLOWOUT
 UNDERGROUND
 SURFACE
 DEVERTER
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. DISTANCE FROM SHORE: **89** MI.

11. WIND DIRECTION:
SPEED: **13** M.P.H.

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

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

13. SEA STATE: **3** FT.

17. INVESTIGATION FINDINGS:

On 6 March 2010 while running casing, U-tubing occurred on casing joint #14. A slug was pumped, and after running casing joint #8, casing joint #7 was lifted from the conveyor. Joint #7 was stabbed into the stump, the connection made and the Driller proceeded to lower the block and elevators. Mud started flowing from the top of the joint before the single joint elevators were removed. Mud U-tubing from the pipe pushed the flow back assembly off center of the casing elevators and caused an assembly hang-up. The Rigger, acting as a Spotter from the Pal-finger basket, flagged the Driller to lower the block after the flow back hose went into casing. The Driller proceeded to lower the block when the casing elevators were positioned over the casing. The U-tubing from the pipe caused an estimated 21 bbls of Synthetic Oil Based Mud (SOBM) to be released into the Gulf waters of which 13 bbls were base oil. The Driller raised and retracted the block, and then lowered the block to straighten the drill line. The single joint of casing was replaced by the 11 3/4" casing swedge and a TIW valve.

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

Mud U-tubing from the pipe pushed the flow back assembly off center of the casing elevators resulting in a drilling line backlash and pollution event.

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

- 1) The mud weight was not properly balanced and caused U-tubing out of the top of the casing.
- 2) The slug was not pumped soon enough to balance the U-tube.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

The casing flow back tool cup seal was damaged and 21 bbl of SOBM (13 bbl of synthetic base oil) was lost overboard.

NATURE OF DAMAGE:

Damaged rubber cups on the casing flow back tool and lost SOBM.

ESTIMATED AMOUNT (TOTAL): \$4,450

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The New Orleans 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:

E-100 Rig had unauthorized discharge of pollutants into offshore waters.

Estimated 21 bbls SOBM went into offshore waters. Oil to mud ratio is 62% which caculates out to 13 bbls of synthetic base oil into the water. Estimated 158 bbls of mud flowed over the top of the casing with 137 bbls recovered through the vaccum system.

25. DATE OF ONSITE INVESTIGATION:

08-MAR-2010

26. ONSITE TEAM MEMBERS:

Ashton Blazquez / Eric Neal /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

DAVID TROCQUET

APPROVED

DATE: **09-FEB-2011**

INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER _____

WITNESS

NAME :

HOME ADDRESS :

CITY :

STATE :

WORK PHONE :

TOTAL OFFSHORE EXPERIENCE :

YEARS

EMPLOYED BY :

BUSINESS ADDRESS :

CITY :

STATE :

ZIP CODE :

