

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

# ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **12-MAR-2010** TIME: **1330** HOURS

2. OPERATOR:

**Statoil USA E&P Inc.**

REPRESENTATIVE: **Becnel, Thomas**

TELEPHONE: **(713) 579-9905**

CONTRACTOR: **Transocean Offshore**

REPRESENTATIVE: **Larry O. Rogers**

TELEPHONE: **(713) 587-6894**

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

4. LEASE: **G26265**

AREA: **MC** LATITUDE:

BLOCK: **540** LONGITUDE:

5. PLATFORM:

RIG NAME: **T. O. DISCOVERER AMERICAS**

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  
 H2S/15MIN./20PPM  
 REQUIRED MUSTER  
 SHUTDOWN FROM GAS RELEASE  
 OTHER **Kill Line Gooseneck  
Disconnect**

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: **2036** FT.

10. DISTANCE FROM SHORE: **35** MI.

11. WIND DIRECTION: **NNW**  
SPEED: **23** M.P.H.

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

13. SEA STATE: **8** FT.

17. INVESTIGATION FINDINGS:

On 12 March 2010, the rig lined up to flush the Blowout Preventers (BOP)'s choke and kill lines. A problem was observed while attempting to hold pressure on the lines which prompted further investigative actions by the drilling crew. The ROV "flew" by the riser and BOP to conduct an inspection in accordance with Oceaneering's policy and no problems were noted. Oceaneering's policy limits the ROV to a depth no shallower than 200' because of possible damage from the rig's thruster wash. Permission was granted for the ROV to ascend to a shallower depth of 80' to inspect the termination joint. The kill line was discovered disconnected and a side door was swung outward to the open position. It was surmised that the swinging open door allowed the riser joint gooseneck assembly to slide upward due to tugger line tension, resulting in the the kill line gooseneck at the termination joint to become disconnected. The way the retainer pins were retrofitted to prevent removal, it would appear the pin had not been initially installed and allowed the door to open. This resulted in approximately 48 bbls of Synthetic Base Mud (SBM) leaking into the Gulf waters.

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

Without a retainer pin, the swinging open door allowed the riser joint gooseneck assembly to slide upward due to tugger line tension, resulting in the kill line gooseneck at the termination joint to become disconnected.

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

Rig supervisory oversight failed to:

- \* Ensure that the kill line was properly connected to the gooseneck assembly.
- \* Follow prescribed make-up procedures.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

48 bbls of Synthetic Base Mud

NATURE OF DAMAGE:

Lost overboard.

ESTIMATED AMOUNT (TOTAL): \$14,000

22. RECOMMENDATIONS TO PREVENT RECURRENCE 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:

Notification of Incidents of Noncompliance (INC) E-100: A 48 bbl spill of Synthetic Based Mud (SBM) resulted after the kill line gooseneck at the termination joint became disconnected on March 12, 2010 (See NRC Report #933787).

25. DATE OF ONSITE INVESTIGATION:

15-MAR-2010

26. ONSITE TEAM MEMBERS:

Darrel Williams / Joel Moore /

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 :



