

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Safety and Environmental Enforcement
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 27-SEP-2011 TIME: 2320 HOURS

2. OPERATOR:

Petrobras America Inc.

REPRESENTATIVE: **Gomez, Rebecca**

TELEPHONE: (713) 808-3145

CONTRACTOR: **Ensco Offshore Co.**

REPRESENTATIVE: **Horricks, Thomas**

TELEPHONE: (281) 560-8543

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

4. LEASE:

G16965

AREA: **WR** LATITUDE:

BLOCK: **206** LONGITUDE:

5. PLATFORM:

RIG NAME: **PRIDE DEEP OCEAN MENDOCINO**

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 **Running Tool**
 DAMAGED/DISABLED SAFETY SYS.
 INCIDENT >\$25K **Dropped Riser Joint**
 H2S/15MIN./20PPM
 REQUIRED MUSTER
 SHUTDOWN FROM GAS RELEASE
 OTHER

6. OPERATION:

PRODUCTION
 DRILLING
 WORKOVER
 COMPLETION
 HELICOPTER
 MOTOR VESSEL
 PIPELINE SEGMENT NO.
 OTHER **Running BOP's**

8. CAUSE:

EQUIPMENT FAILURE
 HUMAN ERROR
 EXTERNAL DAMAGE
 SLIP/TRIP/FALL
 WEATHER RELATED
 LEAK
 UPSET H2O TREATING
 OVERBOARD DRILLING FLUID
 OTHER _____

9. WATER DEPTH: **8149** FT.

10. DISTANCE FROM SHORE: **166** MI.

11. WIND DIRECTION: **N**
SPEED: **1** M.P.H.

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

13. SEA STATE: **1** FT.

17. INVESTIGATION FINDINGS:

On 27 September 2011 at approximately 11:14 PM, while in the process of running the BOP on 21-1/4" marine riser for the Cascade #4 well, a joint of riser slipped out of the Vetco Gray Riser Handling Tool, (RHT). The riser joint dropped a total of 61 feet to the rig floor, crushing the spider and landing on top of the previous joint. Everyone was clear of the work area so there were injuries associated with the incident.

The post-accident investigation determined that the mechanical lock, designed to prevent the riser from coming unlatched from the RHT, was actually pinned in the unlock position.

The employee did not realize that the mechanical lock was not in the "locked" position before inserting the pin and giving the approval to make the lift. The mechanical lock could not engage because the RHT was not properly seated in the riser.

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

The employee failed to realize the mechanical lock was in the unlocked position when he gave approval to make the lift, resulting in the mechanical lock not engaging; thus, allowing the riser to become unlatched from the RHT.

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

*Although the JSA covered making sure that RHT was properly engaged and that the safety latch was in place before trying to move the riser, actual verification was not done prior to making the lift.

*ENSCO's Level III procedure made no mention of the mechanical lock; only the hydraulic lock which engages the RHT but does not lock it onto the riser.

*No testing of the seals was required either by the ENSCO's Level III procedure or by the OEM's pre-run checklist.

*Neither the JSA nor the procedure covered the importance of making sure the riser was properly seated in the RHT before proceeding with the task.

20. LIST THE ADDITIONAL INFORMATION:

n/a

21. PROPERTY DAMAGED:

2 joints of riser
riser cart
spider

NATURE OF DAMAGE:

crushed riser
riser cart arm broken
crushed spider

ESTIMATED AMOUNT (TOTAL): \$600,000

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: **YES**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

A G-110 warning Incident of Non Compliance was issued on December 6, 2011, for
failure to work in a safe and workmanline manner.

25. DATE OF ONSITE INVESTIGATION:

18-NOV-2011

26. ONSITE TEAM MEMBERS:

Cedric Bernard / Jeramie Liner /
James Richard /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE: **08-DEC-2011**

