UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
GULF OF AMERICA REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED
   DATE: **29-MAY-2025** TIME: **1046** HOURS

2. OPERATOR: **Murphy Exploration & Production**
   REPRESENTATIVE:
   TELEPHONE:
   CONTRACTOR: **NOBLE DRILLING**
   REPRESENTATIVE:
   TELEPHONE:

- [ ] STRUCTURAL DAMAGE
- [ ] CRANE
- [ ] OTHER LIFTING
- [ ] DAMAGED/DISABLED SAFETY SYS.
- [ ] INCIDENT >$25K
- [ ] H2S/15MIN./20PPM
- [ ] REQUIRED MUSTER
- [ ] SHUTDOWN FROM GAS RELEASE
- [x] OTHER **Emergency Disconnect Sequence**

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

4. LEASE: **G22868**
   AREA: **MC** LATITUDE: **28.71153385**
   BLOCK: **300** LONGITUDE: **-88.2069155**

5. PLATFORM:
   RIG NAME: **NOBLE STANLEY LAFOSSE (FKA PACIFIC SHARAV**

6. ACTIVITY:
- [x] EXPLORATION(POE)
- [ ] DEVELOPMENT/PRODUCTION (DOCD/POD)
- [ ] DECOMMISSIONING

7. TYPE:
   INJURIES:
- [ ] HISTORIC INJURY

	OPERATOR	CONTRACTOR
[ ] REQUIRED EVACUATION		
[ ] LTA (1-3 days)		
[ ] LTA (>3 days)		
[ ] RW/JT (1-3 days)		
[ ] RW/JT (>3 days)		
[ ] FATALITY		
[ ] Other Injury		

- [x] POLLUTION
- [ ] FIRE
- [ ] EXPLOSION

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

COLLISION [ ] HISTORIC [ ] >$25K [ ] <=$25K

8. OPERATION:
- [ ] PRODUCTION
- [x] DRILLING
- [ ] WORKOVER
- [ ] COMPLETION
- [ ] HELICOPTER
- [ ] MOTOR VESSEL
- [ ] PIPELINE SEGMENT NO.
- [x] OTHER **De-Complete for Sidetrack**
- [ ] TEMP ABAND
- [ ] PERM ABAND
- [ ] DECOM PIPELINE
- [ ] DECOM FACILITY
- [ ] SITE CLEARANCE

9. CAUSE:
- [ ] EQUIPMENT FAILURE
- [ ] HUMAN ERROR
- [ ] EXTERNAL DAMAGE
- [ ] SLIP/TRIP/FALL
- [x] WEATHER RELATED
- [ ] LEAK
- [ ] UPSET H2O TREATING
- [ ] OVERBOARD DRILLING FLUID
- [ ] OTHER _____

10. WATER DEPTH: **5747** FT.

11. DISTANCE FROM SHORE: **55** MI.

12. WIND DIRECTION: **S**
    SPEED: **69** M.P.H.

13. CURRENT DIRECTION: **S**
    SPEED: **23** M.P.H.

14. SEA STATE: FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

INCIDENT SUMMARY:

On May 29, 2025, at approximately 11:00 a.m., the Noble Stanley Lafosse Drillship, during preparation for cementing operations, experienced an unexpected change in wind speed and direction due to strong thunderstorms in the area (Mississippi Canyon Block 300). The drillship was actively drilling the SS003 well located at the Mississippi Canyon Block 255, under API number 608174148 lease OCS-G24064. This event resulted in a forced deviation from the vessel's planned position, prompting the initiation of an Emergency Disconnect Sequence (EDS). Murphy Oil Company reported the incident to the Bureau of Safety and Environmental Enforcement (BSEE), New Orleans District. The incident involved the discharge of a total of 417 barrels of 10.9 ppg calcium chloride.

SEQUENCE OF EVENTS:

At approximately 10:46 a.m., while the Noble Stanley Lafosse was preparing to pump cement after successfully setting a Cement Isolation Barrier Plug (CIBP) at 20,602 feet RKB, the rig encountered an unexpected weather event. Forecasts had indicated winds not exceeding 10 knots; however, a storm developed, producing a sudden wind gust of 60 knots from the north that subsequently shifted to the west.

As a result, the rig entered yellow alert status due to an excursion greater than 5 meters. Shortly thereafter, a red alert was declared when the K-POSS panel indicated a critical status change. At the time of the red alert, the rig was experiencing a 14-meter excursion while hanging off 5-7/8" drill pipe.

In response to the escalating conditions, the command to disconnect was issued from the bridge and promptly executed on the rig floor. A red watch circle of 48 meters was established for the SS003 well. No injuries were reported; however, an estimated 417 barrels of CaCl2 were released to the sea.

Emergency Disconnect Sequence 3 was activated, successfully closing both the upper and lower blind shear rams. The well is secured with appropriate barriers in place. The rig was relocated to a safe location, and a Remotely Operated Vehicle (ROV) was deployed to assess the condition of the Lower Marine Riser Package (LMRP) and Lower Blowout Preventer (LBOP).

BSEE INVESTIGATIONS:

On June 2, 2025, a BSEE inspector conducted an on-site investigation aboard the Noble Stanley Lafosse drillship in response to the EDS event that occurred on May 29, 2025. The purpose of the investigation was to assess the circumstances surrounding the incident and evaluate compliance with applicable safety and environmental regulations. During the investigation, the inspector reviewed documentation and written statements provided by Murphy Oil Company. The materials submitted included:

- **Meteorological data and weather reports from the date of the incident**
- **The Well-Specific Operating Guidelines**
- **Material Safety Data Sheets (MSDS) for the fluids released from the riser**
- **A copy of the NRC report documenting the brine loss (report No. 1432513). According to written statements from the personnel, the drillship experienced wind gusts reaching approximately 60 knots, with waterspouts reportedly impacting the vessel. The vessel transitioned from Yellow Alert to Red Alert, and the EDS was initiated at 10:46 A.M. Wind speeds were recorded at approximately 60 knots on the port beam at the time of the event. It is noted that no formal interviews were conducted during the BSEE investigation; all personnel input was obtained through written statements.**

IN CONCLUSION:

According to Noble's Assessment Report, the incident aboard the Noble Stanley Lafosse highlights the challenges of maintaining station-keeping during rapidly evolving and unforeseen weather conditions in offshore environments. Despite the severity of the event, including wind gusts up to 60 knots, waterspouts, and shifting wind directions, the crew responded swiftly and in full compliance with established procedures.

Noble stated that the SDPO demonstrated sound judgment by escalating the vessel's status to DP Red Alert and initiating the EDS before breaching the red watch circle. This proactive decision ensured a safe and controlled disconnect, preventing potential harm to personnel, subsea infrastructure, and the environment. "Murphy concludes that based on their data, they concluded that had they not manually EDS, before hitting the red zone, they would have been able to regain their station keeping and the EDS/shear event would not have been necessary; however, they do feel they made a good/prudent decision to shear at that time because they couldn't know what the weather would do."

Weather monitoring tools were in use, and radar did indicate nearby storm activity; however, the most recent forecast did not predict the severity of the conditions encountered. The discrepancy between forecast data and actual weather conditions contributed to the crew's limited ability to anticipate the full impact of the storm. This highlights a gap between available meteorological data and real-time environmental developments, which played a significant role in the vessel's loss of station-keeping. This event underscores the importance of enhancing weather detection capabilities, refining operational readiness during critical phases, and continuously improving emergency response protocols to ensure safety and environmental protection in offshore drilling operations.

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

The incident was caused by rapid and variable wind conditions that exceeded the rig's maneuvering and station-keeping capacity. Multiple changes in wind direction caused the wind to impact the beam of the vessel, generating significant lateral forces that exceeded the rig's station-keeping capability. The rapid and unpredictable nature of the wind shifts prevented the crew from adequately repositioning the vessel into the direction of the wind, ultimately leading to a loss of station.

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

• Inaccurate Weather Forecasting: The meteorological forecasts available before the event did not predict the severity or rapid onset of the adverse weather conditions encountered at the location. This lack of accurate forecasting limited the crew's ability to anticipate and prepare for the extreme environmental changes.
• Despite radar indications of a nearby storm and use of weather monitoring tools, the latest weather report received from DTN at 6:14 AM on May 29th did not indicate the potential for 60 knot winds. As the rig maintained a heading of 210°, wind conditions shifted rapidly, increasing to 60 knots on the beam. A waterspout contacted the rig, causing a sudden increase in thruster load and triggering a yellow alert.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

Drill Pipe

NATURE OF DAMAGE:

Shear drill pipe due to EDS

ESTIMATED AMOUNT (TOTAL): **$5,000**

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

• The BSEE New Orleans District has no recommendations for the Office of Incident Investigations.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **NO**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

31-MAY-2025

26. Investigation Team Members/Panel Members:

27. OPERATOR REPORT ON FILE:

28. ACCIDENT CLASSIFICATION:

29. ACCIDENT INVESTIGATION PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED DATE: **15-JAN-2026**