

# ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **03-AUG-2025** TIME: **1934** HOURS

2. OPERATOR: **Shell Offshore Inc.**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: **Stena Drilling**

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING **Drawworks**
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K **\$818,000**
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

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

4. LEASE: **G30876**

AREA: **GB** LATITUDE:

BLOCK: **959** LONGITUDE:

5. PLATFORM:

RIG NAME: **STENA EVOLUTION**

6. ACTIVITY:

- EXPLORATION (POE)
- DEVELOPMENT/PRODUCTION (DOCD/POD)
- DECOMMISSIONING

7. TYPE:

INJURIES:

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

- POLLUTION
- FIRE
- EXPLOSION

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

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

8. OPERATION:

- PRODUCTION
  - DRILLING
  - WORKOVER
  - COMPLETION
  - HELICOPTER
  - MOTOR VESSEL
  - PIPELINE SEGMENT NO.
  - OTHER
- TEMP ABAND
  - PERM ABAND
  - DECOM PIPELINE
  - DECOM FACILITY
  - SITE CLEARANCE

9. CAUSE:

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

10. WATER DEPTH: **4279** FT.

11. DISTANCE FROM SHORE: **165** MI.

12. WIND DIRECTION: **NW**  
SPEED: **9** M.P.H.

13. CURRENT DIRECTION: **NE**  
SPEED: **1** M.P.H.

14. SEA STATE: **6** FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

**Incident Summary:**

On 03 August 2025, Shell Offshore Inc. (Shell) conducted drilling operations on Well SP202 at Garden Banks Block 959 when the drill pipe parted and fell to the seafloor. There were no injuries during this incident.

**Sequence of Events:**

On 03 August 2025, during the process of drilling the 26-inch top-hole open water section of Well SP202, the drilling control system observed a consistent torque of 40,000 to 45,000 foot-pounds (ft-lbs). At 1934 hours, while drilling in salt at a depth of 9699 feet, a torque spike of 71.8 kilo foot-pounds force (kft-lbf) occurred, followed by a 410 kips reduction in hook load. There also was a full loss of torque, loss of hook load and a loss of pump pressure. It was discovered that the drill string separated below the water line. The drill crew were working on the auxiliary drill floor running 22-inch casing at the time of the incident. It was estimated that approximately 4128 feet of 6.625-inch drill pipe fell and came to rest on the seafloor with an additional 5350 feet of bottom hole assembly and 6.625-inch drill pipe that was left in the well bore. The remotely operated vehicle (ROV) was on bottom monitoring the wellhead for returns when the incident occurred. The drill pipe trapped the ROV tether in at least three locations; therefore, the ROV had limited movement. However, the ROV remained on-bottom and continued to monitor the wellhead. There were no personnel in the red zone area at the time of incident and no injuries were reported.

**BSEE Investigation:**

On 04 August 2025, the Bureau of Safety and Environmental Enforcement (BSEE) Lafayette District conducted an onsite Incident Follow-up Investigation. BSEE met with Shell and Stena Drilling representatives and gathered all available incident-related documents.

Shell determined that the cause of the incident was due to an unexpected drill bit torque spike of 71.8 kft-lbf that caused a loss of 410 kips hook load and violent recoil of the top drive during drilling at the 9,699 feet depth due to disconnection from drill string. The failure was traced to joint 7 that was situated below the rotary on the 6.625-inch 34 pounds/foot (lbs/ft) V-150,120 pounds per square inch (KSI), double-shouldered (DS) pin connection. The DS connection separated due to a high-torque event placing excessive load on the DS connection. As a result, it caused severe pin thread damage, pin nose deformation and box swell reducing integrity of the connection and allowing separation under tension-weight and dynamic loading conditions.

The BSEE Incident Investigation Team reviewed the final findings in Shell's assessment report of the incident. According to the Shell report, the incident was due to unforeseen high drill bit torque event while drilling salt that led to a Top Drive stall condition and torque impulse which exceeded the 120 KSI, 8.125-inch x 4.75-inch DS drill pipe connection limits.

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

**Equipment Failure:**

- Capacity of the equipment exceeded. An unforeseen high drill bit torque event while drilling salt that led to a top drive stall condition and torque impulse which exceeded the 120 KSI, 8.125-inch x 4.75-inch DS drill pipe connection limits.

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

**Equipment failure:**

- Capacity of equipment exceeded. The failure was traced to joint 7 that was situated below the rotary on the 6.625-inch 34 lbs/ft V-150,120 KSI, DS pin connection. The DS connection separated due to a high-torque event placing excessive load on the

DS connection. As a result, it caused severe pin thread damage, pin nose deformation and box swell reducing integrity of the connection and allowing separation under tension-weight and dynamic loadings.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

Approximately 4128 feet of 6.625-inch 34 lbs/ft drill pipe fell to the seafloor and an additional 5350 feet of bottom hole assembly with 6.625-inch 34 lbs/ft drill pipe was left in the well during this incident.

The drill pipe parted and fell to the sea floor.

ESTIMATED AMOUNT (TOTAL): \$818,000

22. RECOMMENDATIONS TO PREVENT RECCURANCE NARRATIVE:

The BSEE Lafayette District makes no recommendations to the Office of Incident Investigations regarding this incident.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

28. ACCIDENT CLASSIFICATION:

04-AUG-2025

26. Investigation Team Members/Panel Members:

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

27. OPERATOR REPORT ON FILE:

OCS REPORT:

30. DISTRICT SUPERVISOR:

Mark Malbrue

