

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

ACCIDENT INVESTIGATION REPORT

For Public Release

1. OCCURRED

DATE: 16-JAN-2016 TIME: 1500 HOURS

2. OPERATOR: Anadarko Petroleum Corporation

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: NOBLE DRILLING CORPORATION

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K 47500.00
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER Inadvertent EDS

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR ON SITE AT TIME OF INCIDENT: 8. OPERATION:

4. LEASE: G22296

AREA: EB LATITUDE: 27.306451
BLOCK: 690 LONGITUDE: -94.469432

5. PLATFORM:

RIG NAME: NOBLE BOB DOUGLAS

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

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

9. CAUSE:

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

- 10. WATER DEPTH: 4200 FT.
- 11. DISTANCE FROM SHORE: 121 MI.
- 12. WIND DIRECTION: S
SPEED: 4 M.P.H.
- 13. CURRENT DIRECTION: S
SPEED: 1 M.P.H.
- 14. SEA STATE: 1 FT.
- 15. PICTURES TAKEN:
- 16. STATEMENT TAKEN:

17. INVESTIGATION FINDINGS:

On January 16, 2016, the Sr. Subsea Engineer was lining up the choke manifold for offline testing of the Blow Out Preventer (BOP) from the Tool Pusher panel. While performing this task he noticed the Pilot Operated Control Valve (POCV) pressure for the Riser Connector was higher than recommended showing approximately 1850 psi. He lifted the protective cover which protects the Riser Connector functions and instead of functioning the POCV Override button, he inadvertently functioned the Riser Connector unlock button. At that point the yellow pod pilot pressure low pressure alarm sounded along with observed pilot pressure readbacks dropping and both Hydraulic Power Unit (HPU) pumps running. Video captured from onboard cameras show all riser tensioners upstroking and riser tensioner ring in the moonpool upstroking. Remotely Operated Vehicle (ROV) video verified LMRP disconnect from the BOP's. When the LMRP disconnected 350 barrels of Calcium Chloride was released into the Gulf of Mexico.

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

1. Improper hand placement
2. Sr. Subsea Engineer did not verify hand placement on the appropriate button prior to functioning.

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

No formal policy requiring two personnel present prior to accessing the BOP panel.

20. LIST THE ADDITIONAL INFORMATION:

None

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

Severe damage to all subsea lines and loss of 350 bbls. of drilling mud into the Gulf of Mexico.

ESTIMATED AMOUNT (TOTAL): \$47,500

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

No recommendations at this time from Lake Jackson District Office.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

- G-110 (S) Failure to perform all operations in a safe and workmanlike manner.
- E-100 (S) Failure to prevent unauthorized discharge into Gulf of Mexico waters.

25. DATE OF ONSITE INVESTIGATION:

17-JAN-2016

28. ACCIDENT CLASSIFICATION:

26. INVESTIGATION TEAM MEMBERS:

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

27. OPERATOR REPORT ON FILE:

APPROVED

DATE: 12-APR-2016