UNITED STATES DEPARTMENT OF THE INTERIOR
MINERALS MANAGEMENT SERVICE
GULF OF MEXICO REGION
ACCIDENT INVESTIGATION REPORT

1. OCCURRED
DATE: 22-MAR-2006  TIME: 0850  HOURS

2. OPERATOR: Kerr-McGee Corporation

REPRESENTATIVE: Eric Hebert
TELEPHONE: (281) 673-7195

3. LEASE: G16865
AREA: AT  LATITUDE: 
BLOCK: 140  LONGITUDE: 

4. PLATFORM:
RIG NAME: DIAMOND OCEAN STAR

5. ACTIVITY: EXPLOSION (POE)

6. TYPE:
FIRE
EXPLOSION
BLOWOUT
COLLISION
INJURY NO. 
FATALITY NO.
POLLUTION
OTHER

7. OPERATION:
PRODUCTION
DRILLING
WORKOVER
COMPLETION
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: 3739 FT.

10. DISTANCE FROM SHORE: 86 MI.
11. WIND DIRECTION: NNE
SPEED: 29 M.P.H.
12. CURRENT DIRECTION: NNE
SPEED: 2 M.P.H.
13. SEA STATE: 9 FT.

16. OPERATOR REPRESENTATIVE/SUPERVISOR ON SITE AT TIME OF INCIDENT:
Eric Hebert
CITY: Iota  STATE: LA
TELEPHONE: (337) 779-2539

CONTRACTOR: Diamond Offshore Drilling, Inc.

CONTRACTOR REPRESENTATIVE/SUPERVISOR ON SITE AT TIME OF INCIDENT:
Gary Case
CITY: Brookhaven  STATE: MS
TELEPHONE: (601) 833-6266
17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

The incident occurred while running 13 5/8" casing. The well was on trip tank and the trip tank volume started dropping. While the driller took action to line-up and fill the trip tank, the driller noticed the light was on indicating the diverter overboard valve was open. The diverter valve was closed immediately upon discovery. Approximately 19 barrels of SBM was discharged from the trip tank and through the diverter valve. No visible sheen was observed on the water surface. The percentage of oil in the synthetic based mud, was 52% which is approximately 9 bbls.

Investigation findings:

Rig Electrician & Sub-Sea Engineer checked for electrical problems at the accumulator panel. Electrical system checked normal.

When the air operated diverter valve was inspected, they noticed that the packing seal was leaking; this allowed the valve to open and release SOB mud over board.

The diverter valve is also used for well control operations and is tested weekly.

There is no preventative maintenance schedule for the diverter valve.

There is no alert system installed to monitor the valve when not in use.

The valve was repaired, and the valve on the other side of the diverter overboard line was also replaced as preventative maintance.

The MMS was not notified of the pollution event.

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

The cause of the incident was due to leaking packing seal on the air operated valve which caused the valve to open.

There was no preventive maintenance schedule on the diverter valve.

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

There was no alert system to monitor the valve when not in use.
21. PROPERTY DAMAGED: Synthetic Oil Base Mud
22. NATURE OF DAMAGE: Lost Overboard

ESTIMATED AMOUNT (TOTAL): $3,800

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

No recommendations to MMS
The New Orleans District concurs with operator's recommendation to prevent recurrence.

1) The rig will be evaluating the availability to install an alert system to monitor the valve when not in use.
2) The valve is also used for well control if needed and is tested weekly.
3) Replacement of the valves for every three years was added to the preventative maintenance schedule.
4) Environmental incident reporting procedures were also modified to ensure that MMS is notified of all SBM spills.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

30-MAR-2006

26. ONSITE TEAM MEMBERS:

Perry Jennings /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

FPausina for TTrosclair

APPROVED

DATE: 18-MAY-2006
1. VOLUME: GAL 9 BBL

YARDS LONG X YARDS WIDE

APPEARANCE: BARELY VISIBLE

2. TYPE OF HYDROCARBON RELEASED: □ OIL
□ DIESEL
□ CONDENSATE
□ HYDRAULIC
□ NATURAL GAS
X OTHER Synthetic Oil Base Mud

3. SOURCE OF HYDROCARBON RELEASED: Trip tank

4. WERE SAMPLES TAKEN? NO

5. WAS CLEANUP EQUIPMENT ACTIVATED? NO

IF SO, TYPE: □ SKIMMER
□ CONTAINMENT BOOM
□ ABSORPTION EQUIPMENT
□ DISPERSANTS
□ OTHER

6. ESTIMATED RECOVERY: 0 GAL BBL

7. RESPONSE TIME: HOURS

8. IS THE POLLUTION IN THE PROXIMITY OF AN ENVIRONMENTALLY SENSITIVE AREA (CLASS I)? NO

9. HAS REGION OIL SPILL TASK FORCE BEEN NOTIFIED? NO

10. CONTACTED SHORE: NO IF YES, WHERE:

11. WERE ANY LIVE ANIMALS OBSERVED NEAR: NO

12. WERE ANY OILED OR DEAD ANIMALS OBSERVED NEAR SPILL: NO