

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: 08-APR-2015 TIME: 2252 HOURS

2. OPERATOR: Freeport-McMoRan Oil & Gas LLC
REPRESENTATIVE:
TELEPHONE:
CONTRACTOR: NOBLE DRILLING (U.S.) INC.
REPRESENTATIVE:
TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K Dropped 22" Casing.
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

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

6. OPERATION:

4. LEASE: G35001
AREA: GC LATITUDE:
BLOCK: 643 LONGITUDE:

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

5. PLATFORM:
RIG NAME: NOBLE SAM CROFT

6. ACTIVITY: EXPLORATION(POE)
 DEVELOPMENT/PRODUCTION
(DOCD/POD)

8. CAUSE:

7. TYPE:
 HISTORIC INJURY
 REQUIRED EVACUATION
 LTA (1-3 days)
 LTA (>3 days)
 RW/JT (1-3 days)
 RW/JT (>3 days)
 Other Injury

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

FATALITY
 POLLUTION
 FIRE
 EXPLOSION

LWC HISTORIC BLOWOUT
 UNDERGROUND
 SURFACE
 DEVERTER
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

9. WATER DEPTH: 3885 FT.
10. DISTANCE FROM SHORE: 117 MI.
11. WIND DIRECTION: S
SPEED: 15 M.P.H.
12. CURRENT DIRECTION: S
SPEED: 4 M.P.H.
13. SEA STATE: 4 FT.

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

On April 8, 2015 an incident occurred onboard the Noble Sam Croft drillship in which 1,730 feet of 22 inch casing was dropped to the seafloor.

At the time of the incident, the Noble Sam Croft was in the process of drilling Freeport/McMoRan's SS003 well located in Green Canyon 643, Lease OCS-G-35001.

The rig had arrived on location and began drilling operations on April 4, 2015. The 36 inch casing was jettied in to 4,270 feet and drilling of the 26 inch hole section was started. As the rig drilled the 26 inch hole section from the Main rotary, the crew was simultaneously running the 22 inch casing from the Auxiliary rotary. The 26 inch hole section was successfully drilled to 7,240 feet as the crew continued running the 22 inch surface casing toward the well. The rig crew had run approximately 42 joints of casing, 1,730 feet, when a casing connection separated, dropping the casing from the rig to the seafloor.

The weather conditions reported by the rig at the time of the incident were: temperature at 79 degrees Fahrenheit, wind at 13 knots, seas at 2-4 feet, and surface currents at 3.3 knots. Notification of the incident was reported to BSEE and the rig's Remotely Operated Vehicle (ROV) was dispatched to monitor the well and locate the dropped casing. Approval was granted by BSEE which allowed the rig to proceed with running the 22 inch casing to get the well to a secured state. Once the well was secured, an investigation was initiated to determine the cause of the incident.

The investigation that followed the incident determined that the main cause of the dropped casing was due to an improper connection between two of the joints of casing. The experts that examined the equipment estimated that the connection had a gap of approximately 0.16 inch when it was made up. A proper connection would have made up face to face and there would have been no gap at the connection. The failure to properly make up this connection greatly decreased the load and bending capacities of the casing string. The improper connection, along with the force of the currents at 3.3 knots, exceeded the amount of force the connection could withstand and therefore became the failure point. Testing of the equipment showed no signs of manufacturing defects or any other issues with the equipment.

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

The main cause of the incident was the failure of the crew members to recognize that the casing connections were improperly made up before proceeding with operations.

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

The weather conditions, 3.3 knot currents, exerted more force onto the improperly made up connection than it could withstand. This ultimately caused the connection to fail and release the casing to the seafloor.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

1,730 feet of 22 inch Casing

NATURE OF DAMAGE:

22 inch Casing lost to the seafloor

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ESTIMATED AMOUNT (TOTAL): **\$907,100**

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Houma District has no recommendations for the Regional Office at this time.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

N/A

25. DATE OF ONSITE INVESTIGATION:

09-APR-2020

26. ONSITE TEAM MEMBERS:

**Michael Jordan / Troy Boudreaux /
Cedric Bernard / James Richard /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan Domangue

APPROVED

DATE: **07-DEC-2015**