

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 28-MAR-2007 TIME: 0515 HOURS

2. OPERATOR: BP Exploration & Production Inc.
REPRESENTATIVE: Onstott, Linda
TELEPHONE: (281) 366-0219
CONTRACTOR:
REPRESENTATIVE:
TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER Rupture in 4" take-on hose

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

6. OPERATION:

4. LEASE: G11081
AREA: GC LATITUDE:
BLOCK: 645 LONGITUDE:

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

5. PLATFORM: A-Holstein Spar
RIG NAME: HOLSTEIN SPAR RIG

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

9. WATER DEPTH: 4340 FT.

LWC HISTORIC BLOWOUT
 UNDERGROUND
 SURFACE
 DEVERTER
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. DISTANCE FROM SHORE: 119 MI.

11. WIND DIRECTION: SW
SPEED: 20 M.P.H.

12. CURRENT DIRECTION: WSW
SPEED: 1 M.P.H.

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

13. SEA STATE: 4 FT.

17. INVESTIGATION FINDINGS:

The Motor Vessel "Dante" was transferring Calcium Bromide (CaBr₂) to the Holstein Spar Rig. A hose watch was in place monitoring the operation, when a rupture was observed in the 4" take-on hose. The transfer operation was shut down immediately, with approximately 1 barrel of fluid lost to the Gulf of Mexico in a thirty second period. Further investigation determined that the hose had a 1/2" hole, and the hose had not been in service since December 2006.

The hose had been inspected with no internal damage prior to use, and also tested with forty (40) psi air pressure from the boat manifold to the rig manifold.

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

The hose is believed to have been punctured from the outside during the fluid transfer operation.

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

General hose deterioration/abrasion resulting from the lack of service use.

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

One hose.

NATURE OF DAMAGE:

1/2" hole in hose.

ESTIMATED AMOUNT (TOTAL): \$3,200

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Due to the specific nature of this incident, the Houma District has no recommendations to report to the Regional Office of Safety Management.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

29. ACCIDENT INVESTIGATION
PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED

DATE: **25-MAY-2007**

