

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: 14-AUG-2014 TIME: 2020 HOURS

2. OPERATOR: Shell Offshore Inc.

REPRESENTATIVE:
TELEPHONE:

CONTRACTOR: Noble Drilling Exploration Comp -
REPRESENTATIVE: -
TELEPHONE:

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

4. LEASE: G25854

AREA: DC LATITUDE:
BLOCK: 398 LONGITUDE: -

5. PLATFORM:

RIG NAME: NOBLE GLOBETROTTER

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

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K lower flex joint
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER Tension Ring not fully engaged

6. OPERATION:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- 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: 7579 FT.

10. DISTANCE FROM SHORE: 74 MI.

11. WIND DIRECTION: -
SPEED: 2 M.P.H.

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

13. SEA STATE: FT.

On August 14, 2014, on the Noble Globetrotter, while preparing to install the diverter, the crew was scoping out the slip joint when the tensioner ring disengaged from the slip joint resulting in the riser being unsupported. This resulted in the Hands Free Goose Neck (HFGN) separating from the tensioner ring, causing extensive damage. After the investigation, it was discovered that the Sub-sea Engineer failed to ensure that the locking dogs and secondary lock were fully engaged. There was no verification that the actuating ring latch assembly was properly engaged to the tensioner ring. Furthermore, rig personnel were unfamiliar with the proper procedures for verifying that the locking mechanisms were properly engaged. The Work Instruction Manual (WIM) was vague on the procedures for ensuring the locking tensioner ring dogs are engaged to the tensioners and ring latch assembly.

Sequence of Events:

At 0900 hours the Sub-Sea Engineer attempted to lock in the tensioner ring dogs to the riser tensioners. The secondary manual lock was then believed to be engaged. The Sub-sea Engineer then proceeded to line up the riser tensioners to compensate for proper weight distribution to the traveling block prior to landing out the BOP stack to the wellhead. Once the BOP stack was landed and latched on the wellhead, a 100K over pull was applied to verify proper BOP connection to the wellhead. A 1000-psi connector test was then performed to additionally confirm the BOP was successfully latched to the well head. While the Sub-Sea Engineer was in the ROV building lining up for the Deadman Auto-Shear test, the tensioners were supporting 1,273,000 lbs. The Sub-sea Engineer then took more weight on the tensioners to adjust for sea water buoyancy. The final load pulling on the tensioner ring by riser tensioners was 1,334,000 lbs. At 2020 hours, while attempting to scope out, the slip joint tensioner ring parted from the HFGN. This caused extensive damage to the Lower Marine Riser Package (LMRP), numerous joints of riser, tensioner ring, coflex housing, service lines, mux reels, hot line and various components on the top-drive.

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

- 1) The Sub-sea Engineers failure to ensure that the locking dogs were fully engaged. -
- 2) There was no verification (visual or mechanical) that the actuating ring latch assemblies were set on the tensioner ring. -
- 3) The crew was unfamiliar with the proper procedures for verifying the locking mechanisms were properly engaged. -

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

- 1) Tensioner ring to slip joint locks were not properly engaged. -
- 2) Secondary lock also not properly engaged.
- 3) The Work Instruction Manual (WIM) was vague on proper procedures ensuring the locking of the tensioner ring dogs to tensioners and ring latch assembly. -

20. LIST THE ADDITIONAL INFORMATION:

- 1) All moonpool drape hoses parted. -
- 2) Additional damage consists of slip joint, landing joint, riser compression and sub-sea flex joint. NOTE: The sub-sea flex joint exceeded the maximum allowed 10 degree angle by 2 degrees. -
- 3) This sudden release of energy caused one of four top drive guide plates to shear off and fall forty feet to the rig floor. (Weight of the guide plate is 51-lbs).

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

Damage to the Lower Marine Riser Package (LMRP), numerous joints of riser, tensioner ring, coflex housing, service lines, mux reels, hot line and various components on the top-drive.
(Cost is undetermined at this time)

The slip joint tensioner ring parted from the HFGN.

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The New Orleans District has no recommendations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **YES**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

A G-110 (W) 250.107 (A) was issued @ the time investigation was conducted.

At the time of investigation, it was determined that rig personnel did not properly engage telescopic joint lock dogs. Thus causing failure between tensioner ring and riser string.

25. DATE OF ONSITE INVESTIGATION:

20-AUG-2014

26. ONSITE TEAM MEMBERS:

Earl Roy /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED

DATE: 23-JAN-2015

INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER _____

WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE:

YEARS

EMPLOYED BY:

BUSINESS ADDRESS:

CITY:

STATE:

ZIP CODE:

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

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