1. OCCURRED
   DATE: 03-APR-2013  TIME: 0838  HOURS

2. OPERATOR: Anadarko Petroleum Corporation
   REPRESENTATIVE: TELEPHONE:
   CONTRACTOR: Transocean Offshore
   REPRESENTATIVE: TELEPHONE:

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

4. LEASE: G18421
   AREA: GC  LATITUDE: 27.2667536
   BLOCK: 683  LONGITUDE: -90.8090947

5. PLATFORM:
   RIG NAME: T.O. DISCOVERER SPIRIT

6. ACTIVITY: ☑ 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

8. CAUSE:
   ☑ EQUIPMENT FAILURE
   ☑ HUMAN ERROR
   ☑ EXTERNAL DAMAGE
   ☑ SLIP/TRIP/FALL
   ☑ WEATHER RELATED
   ☑ LEAK
   ☑ UPSET H2O TREATING
   ☑ OVERBOARD DRILLING FLUID
   ☑ OTHER Drift Off

9. WATER DEPTH: FT.

10. DISTANCE FROM SHORE: MI.

11. WIND DIRECTION: SE
    SPEED: 90 M.P.H.

12. CURRENT DIRECTION: SE
    SPEED: M.P.H.

13. SEA STATE: 15 FT.
On April 3, 2013, at approximately 08:30 hours, the Emergency Disconnect was initiated on the Discoverer Spirit after high winds forced the rig off of location.

During the time of the incident, the rig was in the beginning of completion operations on the SS002 well located in GC 683. The rig had just finished setting a sump packer in the well with the use of a wireline unit and had pulled out of the hole when the incident occurred. The rig had been experiencing thunderstorms throughout the day, but until the time of the incident the winds had been mostly consistent at around 30 knots. At around 08:35 hours the winds generated from the thunderstorm increased from 30 knots to 78 knots and began to change direction. The combination of both the increased winds and the change in direction began to force the ship out of its "safe zone". The ships thrusters were unable to compensate for the sudden changes and couldn't maintain the ships position. In about 3 minute's time, the high winds had caused the ship to drift approximately 147 feet off of location and to the edge of the red watch circle. The red watch circle is the point at which damage will be sustained to the Riser and/or the Blow Out Preventers (BOP) if position isn't regained or the Lower Marine Riser Package (LMRP) isn't disconnected from the stack. It was at this time that the Emergency Disconnect was activated, releasing the LMRP from the BOP stack and allowing the rig to move safely away from the well.

After the Emergency Disconnect was initiated, the Remote Operated Vehicle (ROV) was sent down to the BOP to survey the area to ensure that all of the emergency functions had worked properly and that the well was secure. An investigation team was mobilized and all government agencies were notified of the incident. The total volume in the riser was approximately 1,664 barrels of 14.8 ppg Calcium Bromide/Zinc Bromide. It was confirmed that a total of 938 barrels was released into the Gulf of Mexico from the time of disconnect until the rig was reattached to the BOP. The fluid contained 36.6 pounds of Zinc per barrel of fluid, making it a total of 34,331 pounds of Zinc released into the environment.

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

A severe thunderstorm generating high winds caused the ship to drift off of location. The drastic change in the wind speeds along with a change in wind direction rendered the ship's thrusters unable to maintain the ship's position. The conditions of this storm were extremely rare and localized.

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

N/A

20. LIST THE ADDITIONAL INFORMATION:

The initial spill report and the INC that was issued after the incident stated that an estimated 711 barrels of ZnBr2 was released into the Gulf of Mexico. Further investigation after the rig was allowed to latch back up showed that the exact volume of fluid lost was 938 barrels of Zinc Bromide/Calcium Bromide.
ESTIMATED AMOUNT (TOTAL): 

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE: 
   The Houma District has no recommendations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:
   An E-100 was issued after the incident which stated:
   
   "On April 3, 2013, at approximately 0838 hours, the Emergency Disconnect was
   initiated on the Discoverer Spirit after high winds forced the rig off of location.
   As a result, approximately 711 barrels of ZnBr2 was released into the Gulf of
   Mexico."

25. DATE OF ONSITE INVESTIGATION:
   05-APR-2013

26. ONSITE TEAM MEMBERS: 
   Charles Arnold / James Richard /

29. ACCIDENT INVESTIGATION 
   PANEL FORMED: NO

30. DISTRICT SUPERVISOR:
   Bryan A. Domangue

APPROVED 
DATE: 04-NOV-2013