

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: 20-JUN-2015 TIME: 1405 HOURS

2. OPERATOR: Eni US Operating Co. Inc.

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: Ensco Offshore Co.

REPRESENTATIVE:

TELEPHONE:

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

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

6. OPERATION:

4. LEASE: G16647  
AREA: MC LATITUDE: 28.201944  
BLOCK: 772 LONGITUDE: -88.7525

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

5. PLATFORM:  
RIG NAME: ENSCO 8500

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: 5639 FT.

LWC  HISTORIC BLOWOUT  
 UNDERGROUND  
 SURFACE  
 DEVERTER  
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. DISTANCE FROM SHORE: 68 MI.

11. WIND DIRECTION: SSW  
SPEED: 3 M.P.H.

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

COLLISION  HISTORIC  >\$25K  <=\$25K 13. SEA STATE: FT.

On June 20, 2015 an incident occurred on the Ensco 8500 drilling rig that resulted in a 12 barrel discharge of SBM (Synthetic Base Mud). The SBM discharged was 11.3 pounds per gallon.

The discharge occurred while the drill crew was in the process of pulling the drill pipe out of the wellbore. The Mud Logger monitoring the trip tank noticed a 1 barrel loss and notified the Driller that the trip tank was losing mud. The Driller then turned the pump to the trip tank off. At this time, the crew observed a visible leak coming from the Telescopic Joint (TJ). The crew immediately engaged the lower TJ seal, stopping the flow of SBM into offshore waters.

Upon further investigation by rig personnel, it was discovered that upper riser TJ seal failed. It was also discovered that the audible alarm for the TJ seal did not sound because air pressure was in the operating range of 100 psi and it was verified that the digital gauge was working properly. The operator then notified the BSEE and National Response Center (NRC) of the incident.

On 22 June BSEE inspectors arrived on location to investigate the incident. During the investigation the following was revealed.

- 1) A planned maintenance (PM) program was on file and completed for the upper riser telescopic joint.
- 2) The audible alarm for the upper TJ packer did not sound because the air pressure reading never fell below 100 psi. The digital gauge was working at normal operating pressure.
- 3) At this time it is unknown why the upper TJ packer failed; the Operator is continuing its investigation to determine the exact cause.

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

Failure of the upper riser telescopic joint seal.

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

Audible alarm did not sound during packing failure because the air pressure remained within an operating range of 100 psi.

## 20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

12 barrel SBM (Synthetic Base Mud)

NATURE OF DAMAGE:

Discharged overboard

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ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The BSEE New Orleans District makes no recommendations to the Agency.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

**E-100: At the time of the inspection, it was discovered that an unauthorized discharge occurred on 6-20-15. The upper slip joint packer failed which allowed 12 barrels of 11.3 ppg Synthetic Based Mud to be discharged into offshore waters.**

25. DATE OF ONSITE INVESTIGATION:

22-JUN-2015

26. ONSITE TEAM MEMBERS:

Lance Benedietto / Frank Musacchia

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

## 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

OTHER \_\_\_\_\_

WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE:

YEARS

EMPLOYED BY:

BUSINESS ADDRESS:

CITY:

STATE:

ZIP CODE:

# POLLUTION ATTACHMENT

1. VOLUME: GAL 12 BBL  
YARDS LONG X YARDS WIDE

APPEARANCE: LIGHT BROWN

- 2. TYPE OF HYDROCARBON RELEASED:  OIL
- DIESEL
- CONDENSATE
- HYDRAULIC
- NATURAL GAS
- OTHER SBM (60% oil)

3. SOURCE OF HYDROCARBON RELEASED: Upper slip joint telescopic joint packer failure.

4. WERE SAMPLES TAKEN? NO

5. WAS CLEANUP EQUIPMENT ACTIVATED? NO

- IF SO, TYPE:
- SKIMMER
  - CONTAINMENT BOOM
  - ABSORPTION EQUIPMENT
  - DISPERSANTS
  - OTHER \_\_\_\_\_

6. ESTIMATED RECOVERY: 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