

UNITED STATES DEPARTMENT OF THE INTERIOR  
 MINERALS MANAGEMENT SERVICE  
 GULF OF MEXICO REGION  
**ACCIDENT INVESTIGATION REPORT**

1. OCCURRED

DATE: **26-MAY-2008** TIME: **1730** HOURS

2. OPERATOR: **BP Exploration & Production Inc.**

REPRESENTATIVE: **Douglas, Scherie**

TELEPHONE: **(281) 366-6843**

CONTRACTOR: **Transocean Offshore**

REPRESENTATIVE:

TELEPHONE:

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

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

6. OPERATION:

4. LEASE: **G28030**

AREA: **MC** LATITUDE:

BLOCK: **948** LONGITUDE:

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

5. PLATFORM:

RIG NAME: **T.O. DEEPWATER HORIZON**

6. ACTIVITY:

- EXPLORATION(POE)
- DEVELOPMENT/PRODUCTION  
(DOCD/POD)

8. CAUSE:

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

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

9. WATER DEPTH: **60** FT.

10. DISTANCE FROM SHORE: MI.

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

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

13. SEA STATE: FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On May 26, 2008 at 1730 hours, the Transocean's Deepwater Horizon, semi-submersible rig, located at BP Exploration & Production Inc.'s Lease OCS-G-28030, Mississippi Canyon (MC) Block 948, experienced a 2-1/2 degree list to the starboard-forward corner. The rig floor was preparing to run 1,500' of 28" O.D. casing when the alarm sounded, the casing was suspended from the rig's rotary table, and personnel mustered per Transocean's evacuation plan. Seventy seven (77) non-essential personnel were moved to the M/V C-Fighter at 2000 hours until the situation could be further investigated. At the time of the incident rig draft was being trimmed with ballasting, and no marine riser had been run at this point in the well. Rig crew were able to regain stability and corrected the list, with all personnel boarded back on the rig at approximately 2300 hours. Some non-essential rig personnel, however, were transported to shore by the crew boat in order to make room for additional Transocean personnel. No injuries or pollution resulted from the incident, and a BP investigation team was assembled and sent to the rig site on May 28, 2008.

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

Initial root cause findings from the investigation team are as follows:

On the morning of May 26, 2008, a section of pipe (salt water service pump discharge T) was removed from the pump room's starboard forward column for maintenance.

- 1) Removal of the piping was done without following Transocean's HSE management system procedures.
- 2) Removal of the piping was not reported to the bridge's marine department.
- 3) At approximately 1715 hours, the bridge, performing ballasting operations, remotely opened a ballast overboard valve to transfer ballast. Opening this valve exposed sea water to the open piping and initiated flooding as follows:
  - a) Complete flooding of the column pump room;
  - b) Partial flooding of the two thruster compartments adjacent to the pump room, with no water reaching the thruster motors;
  - c) Partial flooding of the column elevator trunk.

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

**None**

NATURE OF DAMAGE:

**None**

ESTIMATED AMOUNT (TOTAL):

**\$**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

**The New Orleans District makes no recommendations to MMS.**

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

**No onsite investigation /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**David Trocquet**

APPROVED

DATE: **13-JUL-2008**