

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

1. OCCURRED

DATE: **27-SEP-2008** TIME: **2130** HOURS

2. OPERATOR:

**ATP Oil & Gas Corporation**

REPRESENTATIVE: **Betsy Cleland**

TELEPHONE: **(713) 403-7017**

CONTRACTOR: **.**

REPRESENTATIVE: **Steve Wascom (Rig Manager)**

TELEPHONE: **(713) 329-1168**

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

4. LEASE:

**G16661**

AREA: **MC** LATITUDE: **28.03516804**

BLOCK: **941** LONGITUDE: **-89.0972062**

5. PLATFORM:

RIG NAME: **SEADRILL WEST SIRIUS**

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
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

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: **4000** FT.

10. DISTANCE FROM SHORE: **65** 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 September 27, 2008, at approximately 2130 hours, on the Seadrill West Sirius located at ATP Oil & Gas Corporation's, Lease OCS-G 16661, Mississippi Canyon (MC) Block 941, a pollution event occurred while transferring Synthetic Based Mud (SBM) from the Motor Vessel (MV) Master Everett, when a mud pit dump valve leaked and the master dump valve failed to function properly, releasing 3,123 barrels (bbls) of SBM into Gulf waters of which 55% or approximately 1,718 bbls was oil.

Sequence of Events:

At approximately 2130 hours, the drill crew prepared to transfer 4123 bbls of SBM from the MV Master Everett. A pre-job meeting was held that included a Total Quality Management (TQM) and a Task Based Risk Assessment (TBRA) for transfer of SBM. The master dump valve was closed, locked, and chained and all surface pits were closed. The mud engineer was informed that they would be filling pits 1, 3, and 5 with the equalizers open. At 0000 hours a tour change was made. At this time, approximately 400 bbls of SBM was received onboard. The total pit volume was 2263 bbls on pits 2, 4, and 6. The crew was in the process of taking on SBM into pit #3 with equalizers open to pits 1 and 5. At 0300 hours, there was a total of approximately 1500 bbls of SBM showing on the Drill View Screen for pits 1, 3, and 5. The Captain of the M/V Master Everett stated that he had lost suction and that he would attempt to catch prime once again. The Derrick Man proceeded to check pit #3 and noticed that the level appeared to be decreasing significantly. He checked the mud line inside pit #3 and the Drill View Screen and determined that there was a loss of mud. The Derrick Man contacted the rig floor and informed the Assistant Driller of the situation. The Assistant Driller arrived in the pit room and assisted in the closing of the equalizer valves on pits 1, 3, and 5. It was determined that the loss was coming from pit #3. The remaining SBM from pit #3 was transferred to the other surface pits. It was discovered that the #3 mud pit dump valve (MSTA 119 pneumatically operated) leaked, possibly due to the accumulation of solids preventing it from seating and the master dump valve (MSTA 103 manually operated) was not fully closed as indicated by the manual operator/position indicator. The manual operator/position indicator was incorrect for this valve and did not allow the full operation of the valve. The valve could not completely close or open. This manual operator/indicator only allowed approximately 4" of the valve stem travel. This is a 12" gate valve that required 13" of travel for a full open/close cycle.

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

Leak:

The #3 mud pit dump valve did not fully close, possible due to the accumulation of solids preventing it from seating.

Equipment Failure:

The master dump valve's manual operator/position indicator was incorrect for this valve and did not allow the full opening and closing of the valve.

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

**Synthetic Based Mud (SBM)**

NATURE OF DAMAGE:

**Lost overboard**

ESTIMATED AMOUNT (TOTAL):

**\$468,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

**The MMS New Orleans District makes no recommendations to the MMS Regional Office of Safety Management (OSM).**

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

**E-100 issued**

25. DATE OF ONSITE INVESTIGATION:

**29-SEP-2008**

26. ONSITE TEAM MEMBERS:

**Robert Neal / Ashton Blazquez /  
Mark Hasenkampf / David Trocquet /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**David Trocquet**

APPROVED

DATE: **29-JUN-2009**

# POLLUTION ATTACHMENT

1. VOLUME: GAL 1718 BBL  
YARDS LONG X YARDS WIDE

APPEARANCE: **BARELY VISIBLE**

2. TYPE OF HYDROCARBON RELEASED:  OIL  
 DIESEL  
 CONDENSATE  
 HYDRAULIC  
 NATURAL GAS  
 OTHER 3123 bbls SBM (1718 bbls base)

3. SOURCE OF HYDROCARBON RELEASED: **SBM from mud pit No. 3**

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**