

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF OCEAN ENERGY MANAGEMENT, REGULATION AND ENFORCEMENT
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **12-MAR-2010** TIME: **1330** HOURS

2. OPERATOR: - **Statoil USA E&P Inc.**
REPRESENTATIVE: **Becnel, Thomas**
TELEPHONE: **(713) 579-9905**
CONTRACTOR: - **Transocean Offshore -**
REPRESENTATIVE: **Larry O. Rogers -**
TELEPHONE: **(713) 587-6894 -**

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

4. LEASE: **G26265**
AREA: **MC** LATITUDE: -
BLOCK: **540** LONGITUDE: -

5. PLATFORM:
RIG NAME: **T. O. DISCOVERER AMERICAS**

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 **Kill Line Gooseneck
Disconnect**

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: **2036** FT.

10. DISTANCE FROM SHORE: **35** MI.

11. WIND DIRECTION: **NNW**
SPEED: **23** M.P.H.

12. CURRENT DIRECTION: **ENE**
SPEED: **1** M.P.H.

13. SEA STATE: **8** FT.

17. INVESTIGATION FINDINGS: -

On 12 March 2010, the rig lined up to flush the Blowout Preventers (BOP)'s choke and kill lines. A problem was observed while attempting to hold pressure on the lines which prompted further investigative actions by the drilling crew. The ROV "flew" by the riser and BOP to conduct an inspection in accordance with Oceaneering's policy and no problems were noted. Oceaneering's policy limits the ROV to a depth no shallower than 200' because of possible damage from the rig's thruster wash. Permission was granted for the ROV to ascend to a shallower depth of 80' to inspect the termination joint. The kill line was discovered disconnected and a side door was swung outward to the open position. It was surmised that the swinging open door allowed the riser joint gooseneck assembly to slide upward due to tugger line tension, resulting in the the kill line gooseneck at the termination joint to become disconnected. The way the retainer pins were retrofitted to prevent removal, it would appear the pin had not been initially installed and allowed the door to open. This resulted in approximately 48 bbls of Synthetic Base Mud (SBM) leaking into the Gulf waters.

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

Without a retainer pin, the swinging open door allowed the riser joint gooseneck assembly to slide upward due to tugger line tension, resulting in the kill line gooseneck at the termination joint to become disconnected.

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

Rig supervisory oversight failed to:

- * Ensure that the kill line was properly connected to the gooseneck assembly.
- * Follow prescribed make-up procedures.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

48 bbls of Synthetic Base Mud

NATURE OF DAMAGE:

Lost overboard.

ESTIMATED AMOUNT (TOTAL): \$14,000

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The New Orleans District has no recommendations for the Regional Office of Safety Management.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

Notification of Incidents of Noncompliance (INC) E-100: A 48 bbl spill of Synthetic Based Mud (SBM) resulted after the kill line gooseneck at the termination joint became disconnected on March 12, 2010 (See NRC Report #933787).

25. DATE OF ONSITE INVESTIGATION:

15-MAR-2010

26. ONSITE TEAM MEMBERS:

Darrel Williams / Joel Moore /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

DAVID TROCQUET

APPROVED

DATE: 09-FEB-2011

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 :

POLLUTION ATTACHMENT

1. VOLUME: GAL - 48 BBL
YARDS LONG X YARDS WIDE

APPEARANCE:

2. TYPE OF HYDROCARBON RELEASED: OIL
 DIESEL
 CONDENSATE
 HYDRAULIC
 NATURAL GAS
 OTHER SBM - no sheen

3. SOURCE OF HYDROCARBON RELEASED: **BOP Kill line disconnect. -**

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**

