

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: 07-NOV-2012 TIME: 0145 HOURS

2. OPERATOR: Statoil USA E&P Inc.
REPRESENTATIVE:
TELEPHONE:
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 **Fingerboard Near Miss**

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

6. OPERATION:

4. LEASE: G26287
AREA: GC LATITUDE:
BLOCK: 36 LONGITUDE:

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

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

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

LWC HISTORIC BLOWOUT
 UNDERGROUND
 SURFACE
 DEVERTER
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

COLLISION HISTORIC >\$25K <=\$25K

9. WATER DEPTH: 1941 FT.
10. DISTANCE FROM SHORE: 79 MI.
11. WIND DIRECTION: N
SPEED: 1 M.P.H.
12. CURRENT DIRECTION: N
SPEED: 1 M.P.H.
13. SEA STATE: 1 FT.

17. INVESTIGATION FINDINGS:

On November 7, 2012, while in the process of running 14 inch casing, a single joint of casing slipped past the fingerboard gate and came to rest against the side of the derrick. Crew had just finished running 13 5/8 inch casing and had moved over to start running 14 inch casing. The Roughneck went up the derrick and removed the ratchet strap from the casing, which was the secondary retention for the casing after the fingerboards. Two joints of 14 inch casing had been run; when at 01:45, one of the joints came lose and fell against the side of the derrick. No damage was sustained to either the casing or the derrick and no personnel were injured during the incident.

Operations on the rig were suspended, and the casing was retrieved and put back in place. After casing was back in the fingerboards it was observed that the spacing and alignment of the fingerboard was offset, allowing the casing to move out of place. Adjustments were made and rig proceeded with operations until getting to a safe point in the well to further investigate the causes of the incident. BSEE inspectors issued an INC on November 8, 2012 for failure to maintain fingerboards in proper working order.

After the investigation was complete, the rig determined that revisions to both their Rig Recommended Practice (RRP) and the Written Risk Assessment (WRA) would be made to cover the importance of proper alignment and a better procedure for spacing out the fingerboards.

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

- A failure to recognize the misalignment of the fingerboard allowed the casing to move out of place and fall against the derrick.

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

- Neither the procedures nor the WRA covered the importance of measuring both ends of the fingerboard to ensure proper alignment.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

N/A

NATURE OF DAMAGE:

N/A

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECCURANCE NARRATIVE:

N/A

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

A G-111 was issued on November 8, 2012 stating the following:

"The lessee did not maintain all equipment in a safe condition. Equipment failure occurred [sic] on 11-7-2012 at 1:45 AM. A stand of 14" casing fell across the derrick. The finger board fingers did not hold the casing securely in place. The finger in question can not [sic] be used until repaired or replaced and approved by BSEE Houma District."

"The operator will submit a letter of explanation to the BSDEE Houma District office with the corrected green copy of the INC and the incident investigation findings and corrective actions within 14 days."

25. DATE OF ONSITE INVESTIGATION:

08-NOV-2012

26. ONSITE TEAM MEMBERS:

James Richard / Jeramie Liner /
Jerry Freeman /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan Domangue

APPROVED

DATE: **15-JAN-2013**

