COS SAFETY SHARE

WHAT WILL WE DO TO PREVENT THIS FROM HAPPENING HERE?

EMPTY SHAKER HOUSE DELAYS SHUT DOWN OF DRILLING FLUID DISCHARGE

What happened?

Rig was running a 10 3/4" tieback. Vendor flowback tool was rigged up and a mix pump was lined up to roll over the hole and back to a dedicated active pit. Main driver for not being on the trip tank was due to the vendor vent line returns routing through the standpipe bleed off and reverse circulation line that enters the flowline downstream of the trip tank valve. Overboards were open as per plan to discharge cuttings to sea.

The Driller observed losses and gain/loss alarm was noted. The Mud Loggers also observed the losses and called the drill shack. Driller contacted the Derrickhand via radio, who had already observed the losses on a screen in the pit room where he was stationed.

From the point the losses were noted to the point that the Derrickhand made it to the shaker house, approximately 34 bbls of synthetic based mud had been discharged to sea.

What went wrong?

Note at the time of the event the Derrickhand was assigned to cover between the pit room and the shakers as the Shakerhand had been called to the drill floor to assist with another task. Shakerhand left while the shaker was in operation.

Upon arrival in the Shaker house, the Derrickhand observed that shaker number 2 had tripped and then re-started the shaker.

Why did it happen?

Procedure states a person should be present at all times, when the Shakerhand was called away, there should have been a "Stop Work" and risk assessment made to determine risk of leaving shakers.

Electrical switch failed due to corrosion.

What areas were identified for improvement?

Communicate expectation to have a person in the shaker house at all times when circulating the shakers. Signage was made and reviewed with the crews. Signage was placed in the shaker house and the drill shack.

Install quick closing valves. Install audio and visual alarms for shaker shutdown.

Replace the shaker switches on all shakers.

2025006

CENTER FOR OFFSHORE SAFETY