Department of Energy & Climate Change

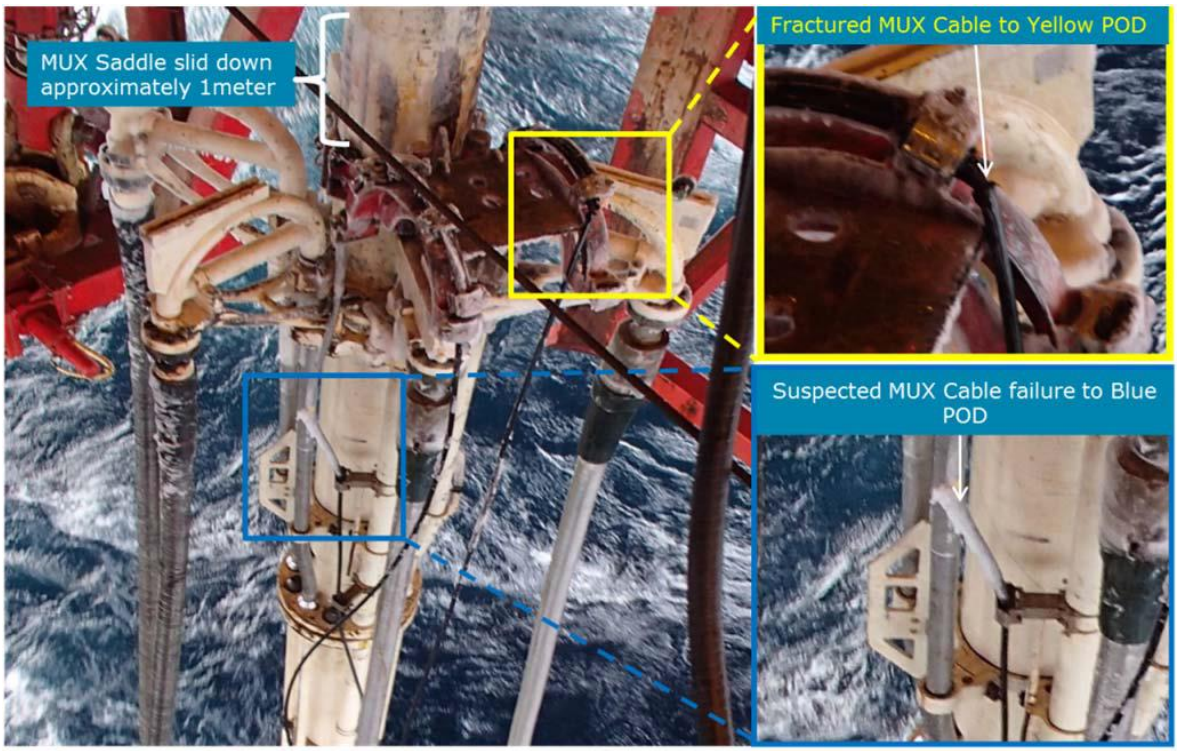
ENVIRONMENTAL ALERT

ALERT NUMBER: 01/2015	ISSUE DATE: 3 March 2015

INCIDENT / ALERT DETAILS:

During a recent incident onboard a MODU operating in the Canada-Newfoundland and Labrador Offshore Area the crew were alerted to the impairment of both the yellow and blue multiplex (MUX) control lines of the installation's primary BOP control system. The decision was made to cease operations; close the blind-shear rams (there was no pipe across the BOP stack at the time); displace the marine riser and choke and lines with seawater; and, disconnect the LMRP. This was done with the primary BOP control system despite the impairments that had occurred with the system. As an added precaution, the crew also activated the blind shear rams with the back-up acoustic control system, locked the rams using the ROV intervention panel and confirmed with the ROV that the well was secure.

An inspection of the lines revealed the saddle arrangement for attaching the MUX lines to the lower (fixed) portion of the slip joint slipped downwards approximately one metre. It was also observed that the yellow line had come off of the gooseneck arrangement and had been severely damaged. Lesser damage was observed to the blue line but was still sufficient to cause partial loss of signal.



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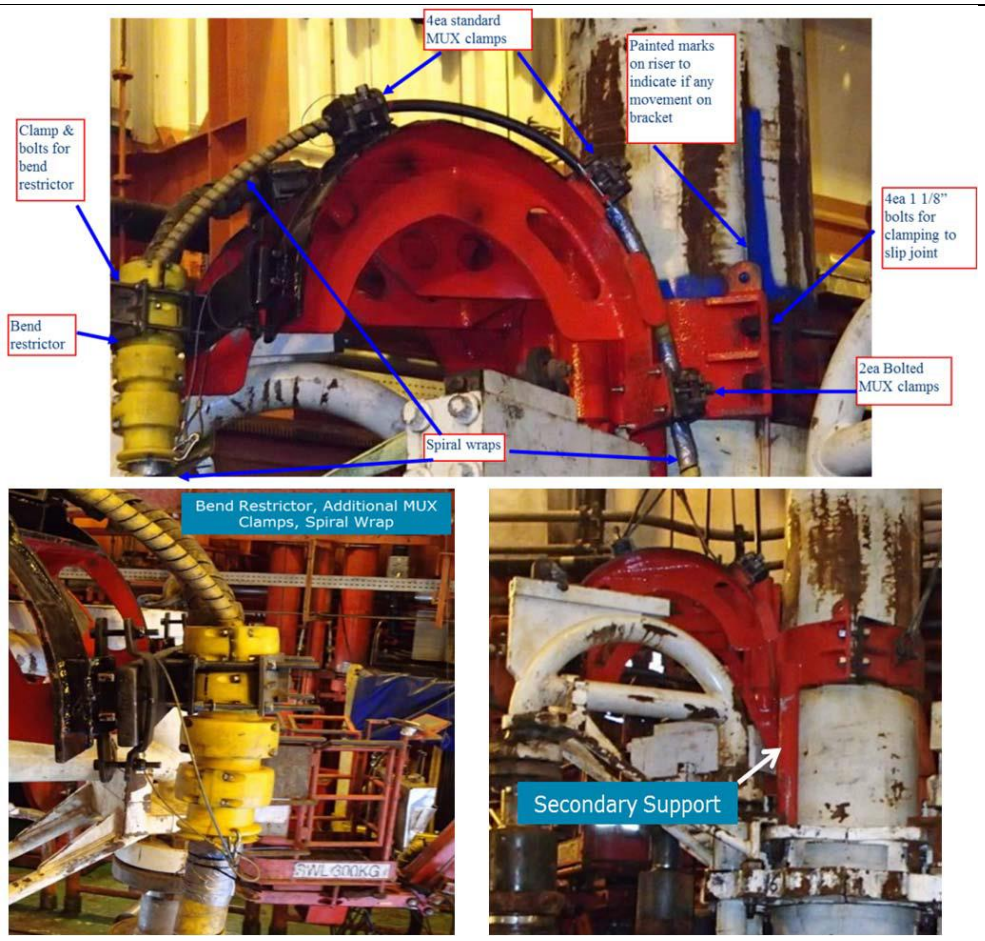

The Department recognises the possible safety implications of the failure but likewise, there was also a risk to the environment.

Operators /Drilling Contractors are reminded of the requirement to critically review the configuration of the assembly used to attach the BOP MUX cables to the slip joint and to otherwise ensure that the arrangement of these lines in the moon-pool area is sufficiently robust to prevent damage even during severe weather conditions.

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INITIAL/ALERT FINDINGS :

Some points to examine include:

- The arrangement for securing the MUX saddle assembly to the slip joint including the need to ensure proper torque is applied to bolts as well as the need for a back-up mechanical stop to preclude movement of the assembly.
- The possible need to utilise bend restrictors, spiral wrap; and sufficient clamps a to ensure the robustness of the arrangement.
- A requirement to exercise close management oversight while rigging the lines.
- Ensure detailed procedures for installing the lines are available to crews. Close attention to ensure proper payout of the lines to ensure an optimal storm loop under full slip joint stroke is also important.
- Periodic inspection and monitoring of the arrangement in the moon-pool area to assure its ongoing integrity and reliability, particularly following storms. Give consideration to visual markings to aid crews in detecting any movement of the assembly.

The importance of testing back-up BOP control systems such as the acoustic control system, auto-mode functions and ROV intervention capability and to maintain the readiness of these systems at all times cannot be overemphasised.

Further Information

Any queries relating to this alert should be addressed to:

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