



# Blowout and Fire at Jack-Up Rig in GOM

WELL  
CONTROL



JOB TYPE:

Blowout with Fire: Jack Up Rig

LOCATION: Gulf of Mexico



Wild Well provided assistance in regaining control of a blowout with fire at a jack-up rig in the Gulf of Mexico. Within 24 hours, the well bridged over, all flames were extinguished, and the Wild Well team commenced debris removal.

## INCIDENT SUMMARY

The operator had finished perforating the 9 5/8 in. casing from 8,835 ft to 8,880 ft measured depth and was pulling out of the hole with 3 1/2 in. drill pipe and the perforating assembly. With 15 stands remaining in the hole, the well was observed flowing. Rig personnel attempted to stab a full-opening safety valve FOSV on the drill string but were unsuccessful. The top pipe rams were closed, then the annular, followed by the blind shear rams. The well began to leak dry gas, and then the drill string moved up a few feet until it contacted the top drive, which stopped it. All personnel were safely evacuated and boat traffic was re-routed away from the area. The client contacted Wild Well for assistance in regaining control of the well.

## SPECIAL CIRCUMSTANCES

Wild Well's well control team performed a fly-by using a helicopter to conduct an initial assessment. It was discovered that the well was blowing dry gas and formation solids with no visual sign of the drill pipe. Boarding the rig was not possible due to formation solids falling out.

Overnight, the well ignited with a flame height of approximately 75 – 100 ft above the wellhead. The fire resulted in the drill deck collapsing onto the platform. The casing was cut out below the wellhead, approximately 12 ft above the water line.

A support vessel was equipped with Wild Well's firefighting equipment and mobilized to location. After approval from the US Coast Guard, the well control team approached the platform using a fireboat to conduct an assessment. The cut out was growing towards the wellhead with flames and formation solids being released. Flames were burning around the cantilever. The flames were underneath the hull near a hole in the AFT, starboard side. The fireboat moved into position to spray a curtain between the flames/formation solids and the rig to prevent further damage to the drilling rig.

## CONTACT WILD WELL

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## DEBRIS REMOVAL

Wild Well personnel boarded the rig on the main deck to perform a rig assessment, investigate the area for the placement of a firewater riser package (FRP), and confirm main deck stability. After performing the initial assessment, the intervention team formulated a debris removal strategy. Location anchors were being prepped and the FRP was being rigged up when the DB Performance arrived on location. Firefighting equipment was transferred from the crane barge to the DB Performance.

At this time, a drilling rig arrived and spudded the relief well approximately 1500 ft southwest of the blowout well.

An overboard hose chute for the fire hoses coming off the marine manifold to the FRP were fabricated. Buoys were used to keep the fire hoses that were overboard and connected to the FRP from sinking. The FRP was welded to main deck on the port side for firefighting hand lines and monitors. A command center was established on the DB Performance for WOG and Wild Well personnel. Wild Well personnel continued preparation and testing of equipment for washing deck and debris removal. Teams met with a BSEE representative regarding the forward plan of deck washing and debris removal. Approval was issued by all parties to proceed with deck washing and debris removal.

Wild Well personnel were transferred via man basket to the rig's top deck. Gas monitoring equipment was set up in the working areas. The deck was washed to remove formation solid buildup to permit Wild Well personnel to move around the deck. Equipment on the deck was recovered and transferred to the DB Performance. A material barge arrived on location to store and transfer recovered equipment.

## REMOVING BOP'S

Removing the BOP's was the first step in the debris removal strategy. Surveys were conducted with the man basket to determine the safest, most effective way to remove the BOP's. Additional rigging was ordered to secure the BOP's when lifted. Genesis Shears, provided by Wild Well, were mobilized to location to cut debris. The firefighting boat supplied a water curtain during the removal of the BOP's. Mag rods were used to cut the BOP's from hydraulic hoses and choke/kill lines and to free BOP's from debris. The crane on the DB Performance was used to lift the BOP's and place them on the material barge. Next, joints of 3 ½ in. drill pipe were lifted and placed on the barge for further analysis by the client.

## REMOVING OUTBOARD CANTILEVER CROSSBEAM

Following the removal of the joints, the outboard cantilever crossbeam was to be removed. Before the cantilever crossbeam could be removed, a small amount of debris had to be cut/burned and cleared to be able to access the cantilever crossbeam. The outboard cantilever crossbeam was properly rigged for removal in a safe manner Wild Well personnel then surveyed the remaining debris by man basket to identify future lifts based on how objects were placed and positioned. A temporary cap was placed and secured with tag lines over the well. The Genesis Shears were rigged up to the crane to shear the structural members under the platform to free the production skid.

## WILD WELL RESULTS

The cut out was growing toward the wellhead with flames and formation solids being released. Flames were burning around the cantilever. The flames were underneath the hull near a hole in the AFT, starboard side. The fireboat moved into position to spray a curtain between the flames/formation solids and the rig to prevent further damage to the drilling.