

UNITED STATES DEPARTMENT OF THE INTERIOR
 MINERALS MANAGEMENT SERVICE
 GULF OF MEXICO REGION
ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **17-FEB-2007** TIME: **1050** HOURS

2. OPERATOR:

Hydro Gulf of Mexico, L.L.C.

REPRESENTATIVE: **John Mullican**

TELEPHONE: **(713) 422-4764**

CONTRACTOR: **Cal-Dive International, Inc.**

REPRESENTATIVE:

TELEPHONE:

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

4. LEASE:

G16702

AREA: **GC** LATITUDE: **27.78161176**

BLOCK: **177** LONGITUDE: **-90.89692343**

5. PLATFORM:

RIG NAME: **CAL DIVE Q-4000**

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

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: **1500** FT.

10. DISTANCE FROM SHORE: **150** MI.

11. WIND DIRECTION: **NNW**
SPEED: **41** M.P.H.

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

13. SEA STATE: **14** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

A coil tubing unit was rigged up to the pipeline at Green Canyon 177 to clean out a paraffin plug. The crew was using diesel to wash out the paraffin. A two compartment tank was being used for fluids. One side of the tank held diesel and the other side held seawater. The seawater was held to flush out the lines after the job was completed. A drain line was rigged up to the seawater side in the event the water was not needed. The compartment holding the diesel filled up and overflowed into the seawater compartment. After the overflow into the water side, the outlet valve on the drain line was accidentally partially opened. This allowed the seawater and diesel soaked paraffin to go into the Gulf of Mexico. After the leak was found, the valve was closed and the loss in volume in the tank was ten barrels. A sample of the mixture was taken from the outlet of the tank. It was estimated that the mixture was ten percent diesel soaked paraffin and ninety percent seawater. This made the total amount of diesel overboard to be one barrel. The drain hose was removed and the valve closed and sealed. A helicopter overflight was conducted the following morning but no sign of a slick could be located.

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

The valve on the drain line for the seawater side of the tank was inadvertently opened.

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

n/a

20. LIST THE ADDITIONAL INFORMATION:

None

21. PROPERTY DAMAGED:

None

NATURE OF DAMAGE:

n/a

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

Due to the specific nature of this incident, the Houma District has no recommendations to report to the Regional Office.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **NO**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

Amy Wilson /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED

DATE: **13-APR-2007**

