

UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT  
GULF OF MEXICO REGION

# ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **04-FEB-2012** TIME: **0445** HOURS

2. OPERATOR: **Chevron U.S.A. 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 **SBM spill**

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

6. OPERATION:

4. LEASE: **G16942**  
AREA: **WR** LATITUDE:  
BLOCK: **29** LONGITUDE:

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

5. PLATFORM:  
RIG NAME: **T.O. DISCOVERER INDIA**

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

9. WATER DEPTH: **5193** FT.

LWC  HISTORIC BLOWOUT  
 UNDERGROUND  
 SURFACE  
 DEVERTER  
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. DISTANCE FROM SHORE: **139** MI.

11. WIND DIRECTION: **SE**  
SPEED: **18** M.P.H.

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

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

13. SEA STATE: **5** FT.

14. PICTURES TAKEN: **NO**

15. STATEMENT TAKEN: **NO**

17. INVESTIGATION FINDINGS:

On February 4, 2012, an employee was lining up to go overboard with seawater. A valve misaligned with the mud pits caused approximately 100 barrels of Synthetic Oil Based Mud (62 barrels oil) to be pumped into the Gulf of Mexico.

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

Employee failed to isolate one of the valves coming from one of the active pits.

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

-Inattention to detail; the employee did not ensure that the valve was fully closed before moving on to the next task.

20. LIST THE ADDITIONAL INFORMATION:

n/a

21. PROPERTY DAMAGED:

Loss of 100 barrels of SBM.

NATURE OF DAMAGE:

100 barrels of Synthetic Oil Based Mud spilled into the Gulf of Mexico.

ESTIMATED AMOUNT (TOTAL): \$21,195

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

An E-100 was issued on Feb. 7, 2012 stating the following: On Feb. 4, 2012, at approximately 04:40, while preparing to pump seawater overboard from the Slug Tank, a valve coming from the Active Mud Pits was left in the open position allowing communication between the tank and pits. Failure to isolate the valve resulted in the release of 100 bbls. of SOBM into the Gulf of Mexico.

25. DATE OF ONSITE INVESTIGATION:

07-FEB-2012

28. ACCIDENT CLASSIFICATION:

MINOR

26. ONSITE TEAM MEMBERS:

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Jeramie Liner / Cedric Bernard /  
James Richard /

Bryan Domangue

27. OPERATOR REPORT ON FILE: NO

APPROVED

DATE: 20-JUN-2012



