

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

1. OCCURRED  
 DATE: **14-MAY-2009** TIME: **1500** HOURS

2. OPERATOR: **Chevron U.S.A. Inc.**  
 REPRESENTATIVE: **Sanchez, Maritza**  
 TELEPHONE: **(832) 854-7788**  
 CONTRACTOR: **Transocean Offshore**  
 REPRESENTATIVE: **Hillman, Reggie**  
 TELEPHONE: **(713) 232-8447**

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

4. LEASE: **G23000**  
 AREA: **GC** LATITUDE:  
 BLOCK: **847** LONGITUDE:

5. PLATFORM:  
 RIG NAME: **T.O. DISCOVERER DEEP SEAS**

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: **5716** FT.

10. DISTANCE FROM SHORE: **140** MI.

11. WIND DIRECTION: **ENE**  
 SPEED: **14** M.P.H.

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

13. SEA STATE: **2** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

The rig's cementer decided, while waiting during BOP testing, to take on drill water in the mixing tank in order to perform a function test of the mixing components and recirculating pump. When he was finished he then proceeded to release the drill water from the mixing tank through the overboard discharge line. During the process of releasing the drill water, the cementer noticed the level of the Synthetic Base Mud (SBM) in the measuring tank was going down. He immediately closed the two valves for the measuring tank that were allowing the SBM to commingle with the drill water.

A total of 4 barrels of SBM was released into Gulf of Mexico waters. The SBM contained 53 percent base oil for a total of 2.12 barrels of pollutant material.

The Coast Guard and MMS were notified as well as an NRC report filed.

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

The valve on the discharge line for the measuring tank containing SBM was not in the closed position. This valve should be in a closed position when SBM or other pollutant fluids are being held in the measuring tank.

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

The cementer was attempting two operations simultaneously; BOP testing and function testing of the mixing equipment, without performing a Job Safety Analysis (JSA). The valves for the measuring tank were initially aligned in the open position for the testing of the BOP's but were not placed in the closed position prior to performing the function testing of the mixing equipment.

20. LIST THE ADDITIONAL INFORMATION:

A Safety Alert has been issued by the cement company to Lock-Out the valves for overboard discharge lines on tanks holding pollutant fluids. A designated person will be responsible for the unlocking of the valves when requested and deemed appropriate to do such. The alert also mandated that a JSA shall be performed before each operation and that a subsequent operation cannot begin until the ongoing operation has been completed.

21. PROPERTY DAMAGED:

No damage to property.

NATURE OF DAMAGE:

No damage to property.

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

Due to the nature of this incident, the Houma District has no recommendations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

An Incident of Non-Compliance, E-100, for pollution has been issued for this incident due to the pollution volume being greater than one barrel and the cause having been determined to be Human Error.

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

Ben Coco /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE: 03-AUG-2009

# POLLUTION ATTACHMENT

1. VOLUME: GAL 2.12 BBL  
YARDS LONG X YARDS WIDE

APPEARANCE:

2. TYPE OF HYDROCARBON RELEASED:  OIL  
 DIESEL  
 CONDENSATE  
 HYDRAULIC  
 NATURAL GAS  
 OTHER SBM

3. SOURCE OF HYDROCARBON RELEASED: **Cement Unit Overboard Drain**

4. WERE SAMPLES TAKEN? **NO**

5. WAS CLEANUP EQUIPMENT ACTIVATED? **NO**

IF SO, TYPE:  SKIMMER  
 CONTAINMENT BOOM  
 ABSORPTION EQUIPMENT  
 DISPERSANTS  
 OTHER \_\_\_\_\_

6. ESTIMATED RECOVERY: GAL BBL

7. RESPONSE TIME: HOURS

8. IS THE POLLUTION IN THE PROXIMITY OF AN ENVIRONMENTALLY SENSITIVE AREA (CLASS I)? **NO**

9. HAS REGION OIL SPILL TASK FORCE BEEN NOTIFIED? **NO**

10. CONTACTED SHORE: **NO** IF YES, WHERE:

11. WERE ANY LIVE ANIMALS OBSERVED NEAR: **NO**

12. WERE ANY OILED OR DEAD ANIMALS OBSERVED NEAR SPILL: **NO**