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

ACCIDENT INVESTIGATION REPORT

For Public Release

1. OCCURRED
   DATE: **30-AUG-2014** TIME: **2020** HOURS

2. OPERATOR: **Chevron U.S.A. Inc.**
   REPRESENTATIVE:
   TELEPHONE:
   CONTRACTOR: **Transocean Offshore -**
   REPRESENTATIVE:
   TELEPHONE:

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

4. LEASE: **G25814**
   AREA: **KC** LATITUDE: **26.16579874 -**
   BLOCK: **829** LONGITUDE: **-92.12390483 -**

5. PLATFORM:
   RIG NAME: **T.O. DISCOVERER CLEAR LEADER**

6. ACTIVITY:
   - [X] 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
   - [X] 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
   - [X] DRILLING
   - [ ] WORKOVER
   - [ ] COMPLETION
   - [ ] HELICOPTER
   - [ ] MOTOR VESSEL
   - [ ] PIPELINE SEGMENT NO.
   - [ ] OTHER

8. CAUSE:
   - [X] EQUIPMENT FAILURE
   - [ ] HUMAN ERROR
   - [ ] EXTERNAL DAMAGE -
   - [ ] SLIP/TRIP/FALL
   - [ ] WEATHER RELATED
   - [ ] LEAK
   - [ ] UPSET H2O TREATING
   - [X] OVERBOARD DRILLING FLUID
   - [ ] OTHER _____

9. WATER DEPTH: **6433** FT.

10. DISTANCE FROM SHORE: **192** MI.

11. WIND DIRECTION: **SE -**
    SPEED: **9** M.P.H.

12. CURRENT DIRECTION: **NE**
    SPEED: **2** M.P.H.

13. SEA STATE: **3** FT.

17. INVESTIGATION FINDINGS: -

At 20:20 hours on 30 August 2014, the Transocean Discoverer Clear Leader (DCL) drill ship under contract to Chevron U.S.A. Inc. (Chevron) was conducting drilling operations at Keathley Canyon Block 829 when the Transocean Driller observed a loss of synthetic base mud (SBM) in the Trip Tank from a telescopic slip joint (TSJ) packer failure. At 20:35 hours, Transocean personnel stopped the SBM discharge by manually pressurizing the TSJ lower packer. Chevron estimated that 12 barrels of 14.5 pounds per gallon (ppg) SBM (6.12 gal Synthetic Oil) was spilled from the failed TSJ upper packer into the Gulf of Mexico but was restricted to the moon pool area. Chevron notified the National Response Center (Incident Report #1093959) about the SBM spill incident.

Transocean's investigation findings revealed that a leaking stainless steel Joint Industry Council (JIC) connection for the air hose located at the bottom of the J-plate caused the TSJ upper packer to loose pressure thus allowing the SBM to be discharged in the Gulf of Mexico. In addition, a similar leak was found on secondary packer system that inhibited the automatic engagement of the TSJ lower packer.

Transocean's investigation determined that there were three contributing factors to the SBM spill as follows: 1) the air hoses to the JIC connections on the J-Plate were not properly supported; therefore the weight of the hoses put stress on the JIC connections; 2) the DCL had been experiencing currents from 2 to 3 knots for two weeks prior to the spill and it was speculated that this caused the hoses to vibrate that resulted in the upper and lower TSJ packer connections to loosen; and 3) the hose bundle was submerged below the water line and wave action had transmitted through the hoses to hanging manifold.

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

Transocean's investigation findings revealed that a leaking stainless steel Joint Industry Council (JIC) connection for the air hose located at the bottom of the J-plate caused the TSJ upper packer to loose pressure thus allowing the SBM to be discharged in the Gulf of Mexico. In addition, a similar leak was found on secondary packer system that inhibited the automatic engagement of the TSJ lower packer.

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

Transocean's investigation determined that there were three contributing factors to the SBM spill as follows: 1) the air hoses to the JIC connections on the J-Plate were not properly supported; therefore the weight of the hoses put stress on the JIC connections; 2) the DCL had been experiencing currents from 2 to 3 knots for two weeks prior to the spill and it was speculated that this caused the hoses to vibrate that resulted in the upper and lower TSJ packer connections to loosen; and 3) the hose bundle was submerged below the water line and wave action had transmitted through the hoses to hanging manifold.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

No property was damaged nor did any equipment require replacement. The TSJ upper packer leak was fixed by taking the load off the lines and tighten up the JIC connections.

NATURE OF DAMAGE:

None.

ESTIMATED AMOUNT (TOTAL): **$**

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The BSEE Lafayette District makes no recommendations to the Office of Safety Management Regional Office.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

24-SEP-2014

26. ONSITE TEAM MEMBERS:

Johnny Serrette / Troy Naquin /

29. ACCIDENT INVESTIGATION PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Elliott S. Smith

APPROVED DATE: **09-OCT-2014**