

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

1. OCCURRED
 DATE: **09-MAR-2009** TIME: **1115** HOURS

2. OPERATOR: **Chevron U.S.A. Inc.**
 REPRESENTATIVE: **Campise, Debra**
 TELEPHONE: **(832) 854-2617**
 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 **Item Lost Overboard**

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: **117** MI.

11. WIND DIRECTION: **ESE**
 SPEED: **17** M.P.H.

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

13. SEA STATE: **4** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

Prior to running the riser to latch up to the wellhead after setting Conductor Casing, the connection between the Lower Marine Riser Package (LMRP) and Blow Out Preventer (BOP) was being tested for leaks. This test was being performed while attached to the BOP test stump and suspended over the moon pool and not while in the parking area for the test stump. While testing was in progress, an inadvertent activation of the BOP/wellhead connection function was initiated causing the test stump to be released from the BOP and fall overboard. The rig was positioned approximately 200 feet from the well when this event occurred. The test stump was later found approximately 200 feet by the Remote Operated Vehicle (ROV) from the wellhead and did not cause any damage or pollution.

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

The need for a Management of Change (MOC) process was not recognized for this operation. The repairs were being in a manner to expedite the process in order to run riser and continue drilling operations.

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

The need for a lock-out tag-out of the BOP/wellhead connection function was not observed.

20. LIST THE ADDITIONAL INFORMATION:

This specific operation will be incorporated into a procedure and the importance of the MOC process will be communicated to all personnel.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

No property damaged. The test stump was lost.

The test stump is sunk below the mud line and unable to be recovered.

ESTIMATED AMOUNT (TOTAL): \$150,000

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

Due to the nature of this event, the Houma District has no recommendations to the Regional Office.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

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: 20-MAY-2009