

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**