

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Safety and Environmental Enforcement
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **22-JUL-2011** TIME: **0015** HOURS

2. OPERATOR: **Statoil Gulf of Mexico LLC**

REPRESENTATIVE: **Becnel, Thomas**

TELEPHONE: **(713) 579-9905**

CONTRACTOR:

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: **G26419**

AREA: **WR** LATITUDE:

BLOCK: **969** LONGITUDE:

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

5. PLATFORM:

RIG NAME: **T.O. DISCOVERER AMERICAS**

6. ACTIVITY: EXPLORATION (POE)
 DEVELOPMENT/PRODUCTION
(DOCD/POD)

8. CAUSE:

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER _____

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

9. WATER DEPTH: **7755** FT.
10. DISTANCE FROM SHORE: **219** MI.
11. WIND DIRECTION: **ESE**
SPEED: **17** M.P.H.
12. CURRENT DIRECTION: **E**
SPEED: **1** M.P.H.
13. SEA STATE: **2** FT.

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

17. INVESTIGATION FINDINGS:

On 22 July 2011 at 0015 hours, 79 barrels of synthetic based mud (SBM) was inadvertently pumped overboard. This was originally reported as 112 barrels by the mud engineer. Following a successful sheen test, personnel pumped dirty water from a reserve tank (H pit) overboard. The crew began to pump down the H pit when the derrick man noticed a drop in the level of F pit containing the SBM. A valve from a mud holding pit to the reserve pit was inadvertently left open causing the mud to flow overboard. All valves from the F pit to the H pit were closed and the level in the F pit stopped falling.

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

A valve connecting the mud holding pit (F pit) to the reserve tank (H pit) was inadvertently left open.

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

20. LIST THE ADDITIONAL INFORMATION:

n/a

21. PROPERTY DAMAGED:

N/A

NATURE OF DAMAGE:

N/a

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Houma District has no recommendations for the Agency.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

n/a

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

Bobby Nelson / Paul Nelson /

30. DISTRICT SUPERVISOR:

Bryan Domangue

APPROVED

DATE: 10-JAN-2012

POLLUTION ATTACHMENT

1. VOLUME: GAL 112 BBL
YARDS LONG X YARDS WIDE

APPEARANCE:

2. TYPE OF HYDROCARBON RELEASED: OIL
 DIESEL
 CONDENSATE
 HYDRAULIC
 NATURAL GAS
 OTHER Synthetic Base Mud

3. SOURCE OF HYDROCARBON RELEASED: **Mud Pit**

4. WERE SAMPLES TAKEN? **NO**

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

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

6. ESTIMATED RECOVERY: 0 GAL BBL

7. RESPONSE TIME: 0 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**

