1. OCCURRED
   DATE: 14-MAY-2010  TIME: 0730 HOURS

2. OPERATOR: Chevron U.S.A. Inc.
   REPRESENTATIVE: Broussard, Cory
   TELEPHONE: (337) 989-3472

   CONTRACTOR: Danos & Curole Marine Contracto
   REPRESENTATIVE: Wilson Ardoin
   TELEPHONE:

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

4. LEASE: G04231
   AREA: SS  LATITUDE:
   BLOCK: 181  LONGITUDE:

5. PLATFORM: B-PRD
   RIG NAME:

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
   □ POLLUTION
   □ FIRE
   □ EXPLOSION
   LWC □ HISTORIC BLOWOUT
   UNDERGROUND
   SURFACE
   DEVERTER
   □ SURFACE EQUIPMENT FAILURE OR PROCEDURES
   COLLISION □ HISTORIC □ >$25K □ <=$25K

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

9. WATER DEPTH: 65 FT.
10. DISTANCE FROM SHORE: 30 MI.
11. WIND DIRECTION: ESE
    SPEED: 23 M.P.H.
12. CURRENT DIRECTION: WNW
    SPEED: 5 M.P.H.
13. SEA STATE: 7 FT.
17. INVESTIGATION FINDINGS:

At 0615 hours on 14 May 2010, the facility Operator, employed by Danos and Curro and
operating for Chevron U.S.A., Inc., began experiencing a production system upset that
resulted in pollution of the Gulf waters. At 0845 hours, Bureau of Ocean Energy and
Management, Regulation, and Enforcement (BOEM) inspectors (formerly M.M.S.)
and were flying offshore to another destination when pollution
was spotted coming from Ship Shoal 181 B facility. After landing on the facility,
Inspector went directly downstairs on the B-Production facility to
investigate the pollution incident while Inspector went to facility
office on B-Drill facility to sign in. Inspector, now on production deck,
saw no one and proceeded downstairs to the cellar deck where the Petrolite water
clarifier unit is located and observed pollution coming from the Petrolite's
overboard water discharge pipe. Mr. then went back up to the production deck
where he found the facility Operator at the safety panel. The Operator informed Mr.
that the problem with the production system was that the water dump valve on
the heater treater failed causing an excessive amount of hydrocarbons to dump to the
skimmer. This in turn caused a high level in the skimmer, which then carried over an
excessive amount of hydrocarbons into the Petrolite water clarifier unit. Oil was
then released into the Gulf through the Petrolite overboard water discharge line. The
Operator informed Mr. that he was trying to correct the system upset while the
platform continued to produce. Mr. then informed the Operator that the
pollution needed to be stopped immediately, at which point the Operator shut in the
platform at the panel and then went to the petrolite and closed the manual block
valve on the overboard water discharge line.

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

The probable cause was a cut out dump valve on the Heater Treater.

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

The Operator failed to shut in all production and then try to correct upset in system.

20. LIST THE ADDITIONAL INFORMATION:

The Petrolite pumps which were piped to the skimmer were repiped to the bad oil tank
and the skimmer, heater treater, and petrolite were all cleaned of sand and emulsion.

21. PROPERTY DAMAGED: None

NATURE OF DAMAGE: N/A

ESTIMATED AMOUNT (TOTAL): $
22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:
The Houma District has no recommendations for the Regional Office.

To prevent this incident from reoccurring, Chevron repiped the discharge of the
Petrolite pumps and cleaned sand out of the vessels. The Houma District agrees
that these steps should prevent this incident from reoccurring.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

E-100 - The operator is not preventing the discharge of oil into the gulf waters.
Pollution coming from the petrolite (ABM-3000) overboard water discharge piping.
Size of pollution is 4 miles by 1 mile heavy rainbow to light sheen. Operator
stated trouble started around 0730, trying to correct problem continuing to
produce. Arrived on platform at 0845 hrs.

25. DATE OF ONSITE INVESTIGATION:
14-MAY-2010

26. ONSITE TEAM MEMBERS: 29. ACCIDENT INVESTIGATION
Lance Belanger / Tim McGraw / PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:
Bryan A. Domangue

APPROVED DATE: 01-AUG-2010
☐ OPERATOR REPRESENTATIVE ☐ INJURY
☐ CONTRACTOR REPRESENTATIVE ☐ FATALITY
☐ OTHER ______________________ ☐ WITNESS

NAME:
HOME ADDRESS:
CITY: STATE:
WORK PHONE: TOTAL OFFSHORE EXPERIENCE: YEARS

EMPLOYED BY:
BUSINESS ADDRESS:
CITY: STATE:
ZIP CODE:
1. VOLUME: GAL  14.2  BBL

7040 YARDS LONG X 1760 YARDS WIDE

APPEARANCE: RAINBOW SHEEN

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

3. SOURCE OF HYDROCARBON RELEASED: Petrolite Water Treating Unit

4. WERE SAMPLES TAKEN? NO

5. WAS CLEANUP EQUIPMENT ACTIVATED? NO

   IF SO, TYPE: [ ] SKIMMER
   [ ] CONTAINMENT BOOM
   [ ] ABSORPTION EQUIPMENT
   [ ] DISPERGANTS
   [ ] 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: YES IF YES, WHERE: n/a

11. WERE ANY LIVE ANIMALS OBSERVED NEAR: NO

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