

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF OCEAN ENERGY MANAGEMENT, REGULATION AND ENFORCEMENT
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

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:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER **Heater Treater Dump Valve**

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

6. OPERATION:

4. LEASE: **G04231**

AREA: **SS** LATITUDE:

BLOCK: **181** LONGITUDE:

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

5. PLATFORM: **B-PRD**

RIG NAME:

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

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

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 Curole 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 RECURRANCE 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:

Lance Belanger / Tim McGraw /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE: **01-AUG-2010**

INJURY/FATALITY/WITNESS ATTACHMENT

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:

POLLUTION ATTACHMENT

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
 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: 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

