

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

For Public Release

1. OCCURRED

DATE: 20-JUL-2013 TIME: 0410 HOURS

2. OPERATOR: BP Exploration & Production Inc.

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: ENSCO International Company

REPRESENTATIVE:

TELEPHONE:

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

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

6. OPERATION:

4. LEASE: G09868

AREA: MC LATITUDE: 28.19048192

BLOCK: 778 LONGITUDE: -88.49537359

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER Idle preparing for sidetrack operations

5. PLATFORM:

RIG NAME: THUNDER HORSE PDQ

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

9. WATER DEPTH: 6040 FT.

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

10. DISTANCE FROM SHORE: 90 MI.

- LWC
- HISTORIC BLOWOUT
 - UNDERGROUND
 - SURFACE
 - DEVERTER
 - SURFACE EQUIPMENT FAILURE OR PROCEDURES

11. WIND DIRECTION: SSW
SPEED: 16 M.P.H.

12. CURRENT DIRECTION: W
SPEED: 1 M.P.H.

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

13. SEA STATE: 0 FT.

17. INVESTIGATION FINDINGS:-

On 20 July 2013 at approximately 0410 hours, an event occurred on the Thunder Horse PDQ that resulted in 66 barrels of 14 ppg (pound per gallon) Synthetic Based Mud (SBM) being discharged into offshore waters.

During the operation of pumping sea water out of pit #610 the Driller received an alarm indicating that pits #608 and #609, containing 14 ppg SBM, were losing volume. At this time, the Driller notified the Derrick Hand that pits #608 and #609 were losing mud. The Derrick Hand then started checking valves on the other pits, which were locked out in the closed position, to ensure they were fully closed. The Derrick Hand noticed that the valve handle on pit #608 was loose, so he turned off the transfer pump and closed the master dump valve. Once the master dump valve was closed the discharging of mud overboard ceased.

Upon further investigation it was discovered that the clean out valve on pit #608 had a shaker screen rubber caught in the butterfly valve preventing the valve from fully closing.

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

A shaker screen rubber was caught in the butterfly valve which prevented the valve from fully closing.

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

- 1) All the pit clean out drain valves are connected to a manifold with no way of knowing if the valves are leaking until the overboard valve is opened.-
- 2) No filter screen was in place to prevent debris from getting to the pit clean out dump valves.

20. LIST THE ADDITIONAL INFORMATION:

The 14 ppg SBM that was discharged overboard consisted of 53% Oil, 17% Water Phase, and 30% Solids.

21. PROPERTY DAMAGED:

SBM

NATURE OF DAMAGE:

Discharged overboard-

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The BSEE New Orleans District makes no recommendations to the Agency.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **YES**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

E-100 Failure to prevent unathorized discharge of pollutants into offshore waters. On 7-20-2013 at approximately 0410 hours an incident occurred that resulted in a 66 barrel discharge of 14 pound per gallon Synthetic Based Mud into offshore waters.

25. DATE OF ONSITE INVESTIGATION:

23-JUL-2013

26. ONSITE TEAM MEMBERS:

Michael "Joe" Sonnier / Theodore Yao /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED

DATE: **19-MAR-2014**

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:

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 - 66 BBL
YARDS LONG X YARDS WIDE

APPEARANCE: **BARELY VISIBLE**

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

3. SOURCE OF HYDROCARBON RELEASED: **Clean out valve on pit #608**

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**