

UNITED STATES DEPARTMENT OF THE INTERIOR
MINERALS MANAGEMENT SERVICE
GULF OF MEXICO REGION
ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **25-MAY-2006** TIME: **1500** HOURS

2. OPERATOR: **Mariner Energy, Inc.**

REPRESENTATIVE: **Angelo Roberts**

TELEPHONE: **(337) 408-6297**

3. LEASE: **G03414**

AREA: **WD** LATITUDE:

BLOCK: **34** LONGITUDE:

4. PLATFORM: **A**

RIG NAME:

5. ACTIVITY: EXPLORATION(POE)

DEVELOPMENT/PRODUCTION
(DOCD/POD)

6. TYPE: FIRE

EXPLOSION

BLOWOUT

COLLISION

INJURY NO. _____

FATALITY NO. _____

POLLUTION

OTHER _____

7. OPERATION: PRODUCTION

DRILLING

WORKOVER

COMPLETION

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: **35** FT.

10. DISTANCE FROM SHORE: **10** MI.

11. WIND DIRECTION: **S**

SPEED: **4** M.P.H.

12. CURRENT DIRECTION: **NW**

SPEED: **2** M.P.H.

13. SEA STATE: **1** FT.

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

Angelo Roberts

CONTRACTOR: **Production Management
Industries, L.L.C.**

CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:

John Fontenot

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

5-25-2006

1500 Hours - 2000 Hours - Mariner Energy event at WD 34 A, leaking storage tank reported with a worst case capacity of 250 barrels. Some transferring of the product accomplished by facility operators; however, light conditions forced evacuation of the platform due to egress restrictions via helicopter. Notifications implemented by ES&H Consulting & Training Group.

2000 Hours -2200 Hours - Mariner SMT Mobilized and Command Post Established in Houma, LA. The following objectives were established:

Mariner operations personnel were dispatched to the site at first light to conduct source control operations as deemed possible.

The CGA M/V Grand Bay mobilized out of Venice to effect on-water recovery operations of any persistent product.

OSRO resources mobilized to Grand Isle to conduct shoreline protective strategies and near-shore recovery if deemed necessary based on over-flight observations. Resources will be on-scene at 0600 in Grand Isle to be directed by over-flight observations to protect Baratavia Pass as necessary.

An over-flight has been established at first light to conduct visual observation and direct spill recovery as necessary.

The Mariner contract SMT has been mobilized and a Command Post has been established at ES&H Consulting & Training in Houma, LA.

5/26/06

CGA Skimmer on location for 0300 Hours and observed silvery sheen in the area but no recoverable oil. OSRO responders on-scene in Grand Isle Area for 0600 patrolling beach area with no oil impacts observed. Operations personnel and MMS inspector on platform observed silvery sheen in area and are actively removing remaining oil from the leaking storage tank. An active assessment of the area is underway by air from representatives of ES&H and the USCG. At 0850 Hours, the USCG FOSC gave permission to demobilize the beach responders due to the fact that the non-recoverable sheen was observed to be moving in a southerly direction. USCG released CGA Equipment at 1005 and determined the spill to be unrecoverable. Monitoring to continue by Mariner personnel until sheen dissipates completely. Mariner operations personnel in conjunction with MMS have estimated the total released volume, based on worst case estimates, to be 4 barrels. The leak was secured at 1030 Hours.

Findings:

The incident was discovered by the lead operator for Mariner Energy, while conducting a walk through of the West Delta 34 A Platform. Condensate was observed being released as a result of a leak that formed on the bottom side of a condensate storage tank and into secondary containment. Due to the platform and sump system that were placed out of service since Hurricane Katrina, condensate was released out of the sump and into the water of the Gulf of Mexico.

The Platform has been Shut-in since Hurricane Katrina.

The bottom of the storage tank was severely corroded. (Possible internal and/or external corrosion.

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

Hole in bottom of storage tank due to corrosion.

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

Platform safety system was inert due to Hurricane Katrina damage.

a) Tank sump unable to contain overflow and sump pump out of service.

21. PROPERTY DAMAGED: NATURE OF DAMAGE:
4 Barrels Condensate **Lost overboard**

ESTIMATED AMOUNT (TOTAL): **\$280**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

No recommendations to MMS.

The New Orleans District concurs with the operator's recommendation to prevent recurrence.

The storage tank has been emptied of all stored condensate.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

E-100 Operator did not prevent pollution of Gulf waters. The bad side of the good/bad tank has developed a leak polluting Gulf waters.

25. DATE OF ONSITE INVESTIGATION:

26-MAY-2006

26. ONSITE TEAM MEMBERS:

Robert Neal / Perry Jennings /

29. ACCIDENT INVESTIGATION
PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

FPausina for TTrosclair

APPROVED

DATE: **24-JUL-2006**

POLLUTION ATTACHMENT

1. VOLUME: GAL 4 BBL
14960 YARDS LONG X 30 YARDS WIDE

APPEARANCE: RAINBOW SHEEN

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

3. SOURCE OF HYDROCARBON RELEASED: Bad Oil Tank

4. WERE SAMPLES TAKEN? NO

5. WAS CLEANUP EQUIPMENT ACTIVATED? YES

IF SO, TYPE: SKIMMER
 CONTAINMENT BOOM
 ABSORPTION EQUIPMENT
 DISPERSANTS
 OTHER Clean Gulf Boat on Site 5/26

6. ESTIMATED RECOVERY: 0 GAL BBL

7. RESPONSE TIME: 18 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? YES

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