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

ACCIDENT INVESTIGATION REPORT

1.	OCCURRED	
	DATE:	STRUCTURAL DAMAGE
	17-SEP-2011 TIME: 1355 HOURS	CRANE
		OTHER LIFTING DEVICE
2.	OPERATOR: Apache Corporation	DAMAGED/DISABLED SAFETY SYS.
	REPRESENTATIVE: Jarrett Doyle	INCIDENT >\$25K
	TELEPHONE: (337) 210-8478	H2S/15MIN./20PPM
	CONTRACTOR:	REQUIRED MUSTER
	REPRESENTATIVE:	SHUTDOWN FROM GAS RELEASE
	TELEPHONE:	X OTHER Pressure Regulator Failure
3.	OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR ON SITE AT TIME OF INCIDENT:	6. OPERATION:
		X PRODUCTION
		DRILLING
4.	LEASE: G01073	WORKOVER
	AREA: WD LATITUDE: 29.093333	COMPLETION
	BLOCK: 41 LONGITUDE: -89.751667	HELICOPTER MOTOR MAGENTA
_		MOTOR VESSEL PIPELINE SEGMENT NO.
٥.	PLATFORM: A	OTHER
	RIG NAME:	
5	ACTIVITY:	8. CAUSE:
•	X DEVELOPMENT/PRODUCTION	_
	(DOCD/POD)	X EQUIPMENT FAILURE
7.	TYPE:	HUMAN ERROR EXTERNAL DAMAGE
	HISTORIC INJURY	SLIP/TRIP/FALL
	REQUIRED EVACUATION	WEATHER RELATED
	LTA (1-3 days)	LEAK
	LTA (>3 days	UPSET H20 TREATING
	RW/JT (1-3 days)	OVERBOARD DRILLING FLUID
	RW/JT (>3 days)	OTHER
	Other Injury	9. WATER DEPTH: 87 FT.
	☐ FATALITY	7. WAIBE DELIN. 07 FT.
	X POLLUTION	10. DISTANCE FROM SHORE: 14 MI.
	FIRE	10. Didirect from blocks. 11 Mi.
	EXPLOSION	11. WIND DIRECTION: NNE
	LWC HISTORIC BLOWOUT	SPEED: 3 M.P.H.
	UNDERGROUND	01 HHD - 7 PI.I.H.
	SURFACE	12. CURRENT DIRECTION: E
	DEVERTER	
	SURFACE EQUIPMENT FAILURE OR PROCEDURES	SPEED: 2 M.P.H.
	COLLISION ☐ HISTORIC ☐ >\$25K ☐ <=\$25K	13. SEA STATE: FT.

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17. INVESTIGATION FINDINGS:

On 17 September 2011 at 1355 hours, approximately 1 gallon of condensate was discharged into the Gulf of Mexico (GOM) from Apache Corporation's West Delta 41 A Platform. On 20 September 2011, BOEMRE inspectors conducted an onsite accident investigation to investigate the root cause of the oil spill/sheen produced by the facility.

Sequence of Events:

- 1) The pressure regulator applying blanket gas to the float cell failed.
- 2) Over-pressure of the vessel caused the Pressure Safety Valve (PSV) to relieve pressure.
- 3) Pressure relief through the vent line pushed trapped rain water and a small amount of residual oil into the atmosphere.
- 4) Fluid escaped into the atmosphere and entered GOM waters because the drain line on the vent boom was clogged with debris.

- 18. LIST THE PROBABLE CAUSE(S) OF ACCIDENT:
 - * A mechanical failure of the pressure regulator allowed over-pressure on the vessel to relieve pressure.
 - * Pressure relief through the vent line allowed fluid to the atmosphere and entered GOM waters, because the drain line on the vent boom was clogged with debris.
- 19. LIST THE CONTRIBUTING CAUSE(S) OF ACCIDENT:
 - * The operator did not verify that the drain line on the vent boom was clear and fully operational.
- 20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED: NATURE OF DAMAGE:

none none

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

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

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- 23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: $_{\hbox{NO}}$
- 24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

N/A

25. DATE OF ONSITE INVESTIGATION:

20-SEP-2011

26. ONSITE TEAM MEMBERS:

Jarret Emilien / Lee Carter /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED DATE: 04-JAN-2012

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POLLUTION ATTACHMENT

1.	VOLUME: 1 GAL BBL	
	67 YARDS LONG X 3 YARDS WIDE	
APPEARANCE: BARELY VISIBLE		
2.	TYPE OF HYDROCARBON RELEASED: OIL	
	DIESEL	
	X CONDENSATE	
	HYDRAULIC	
	NATURAL GAS	
	x OTHER rain water	
3.	. SOURCE OF HYDROCARBON RELEASED: Float Cell	
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: 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	

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

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