

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: **26-SEP-2012** TIME: **1000** HOURS

2. OPERATOR: **W & T Offshore, Inc.**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

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

4. LEASE: **G01528**

AREA: **SS** LATITUDE:

BLOCK: **233** LONGITUDE:

5. PLATFORM: **B**

RIG NAME:

6. ACTIVITY:  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 **1 Slight Lacerations**

FATALITY  
 POLLUTION  
 FIRE  
 EXPLOSION

LWC  HISTORIC BLOWOUT  
 UNDERGROUND  
 SURFACE  
 DEVERTER  
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

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

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

6. OPERATION:

PRODUCTION  
 DRILLING  
 WORKOVER  
 COMPLETION  
 HELICOPTER  
 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: **127** FT.

10. DISTANCE FROM SHORE: **41** MI.

11. WIND DIRECTION: **ESE**  
SPEED: **5** M.P.H.

12. CURRENT DIRECTION: **E**  
SPEED: **0** M.P.H.

13. SEA STATE: **2** FT.

17. INVESTIGATION FINDINGS:

At 1000 hours on September 26, 2012, the Lead Operator for W&T Offshore was leaving the living quarters when he noticed an oil sheen on the water. In his search for the source, he discovered a heavy spray of oil coming from the Vertical Heater Treater (NBK 0200). He immediately initiated the platform Emergency Shutdown (ESD) System and called for help. He proceeded up the stairs to investigate the leak at NBK 0200, but he was overwhelmed from the escaping stream of oil. As he started back down the stairs, he slipped and fell receiving minor lacerations to his head and right knee. Once he reached the main deck, he and the Day Operator started spraying the area with water to keep it cool. Shortly thereafter, the escaping stream of oil from NBK 0200 ignited. The source of ignition is unknown, but NBK 0200 fire tube and Gas Compressor (CZZ 0800) exhaust are likely ignition sources. By this time, the two Day Operators and the Night Operator started to fight the fire with water without success, so they decided to abandon the platform. All persons on board evacuated the facility by helicopter at 1015 hours. They flew to SS 214 Platform K and were later medevac'ed to Intracoastal City, LA. At 1030 hours, field support vessels started spraying the platform with water and by 1135 hours, there was no visible fire noted during a helicopter over flight. W&T Offshore personnel boarded the platform at 1345 hours from the boat landing. They found smoke and a small fire inside the connex storage building. The residual fire was completely extinguished at 1415 hours.

After the incident, it was determined that an anode failure on NBK 0200 developed a leak causing the discharge of oil. The injuries were slight lacerations to the Lead Operator's forehead with swelling, a slight cut on his right ear and light cuts and scrapes on his right knee. It was estimated that 69 gallons of oil was released, and the sheen's origin was the Sump Tank (ABH 6130).

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

W&T determined that an anode failure at the mounting head (Victaulic anode couplings and elastomer seals) developed a leak releasing oil from NBK 0200. The source of ignition is unknown, but NBK 0200 fire tube and CZZ 0800 exhaust are likely ignition sources. Also, it was determined that the pollution incident was caused by the overloading of ABH 6130 with excess oil draining from NBK 0200, the fire pump system, and the field supply vessels spraying the platform with water.

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

The contributing factor is unknown due to extensive fire damage, but W&T Offshore points to a possible broken anode head as the explanation to the leak. Upon review of the anode failure, the fact others of this type exist on NBK 0200 and may pose the same threat, it has been decided to remove all external anodes from NBK 0200.

20. LIST THE ADDITIONAL INFORMATION:

n/a

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

The damage was to the Vertical Heater Treater, Gas Compressor, Crane, and Storage Buildings, Office Building and Living Quarters as well as several tanks on the platform. -

The items were damaged by the blaze and firewater.

ESTIMATED AMOUNT (TOTAL): \$1,800,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Houma District has no recommendations for the Regional Office.

W&T Offshore recommendation is to discontinue the use of this type anode (Red Head Anode mounting heads with Victaulic Couplings). Upon review of the anode failure, the fact others of this type exist on this vessel and may pose the same threat, it has been decided, all will be removed with blind caps welded in place on the nozzle. An API 510 Inspector will perform a vessel inspection and ASME coded Welders will be used to weld the caps in place. After completions of a detailed inspection a hydro-test of the vessel will be completed prior to recommendation to place the vessel back in service.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

There were no violations noted during the investigation.

25. DATE OF ONSITE INVESTIGATION:

26-SEP-2012

26. ONSITE TEAM MEMBERS:

Mark Theriot / Lance Belanger /  
Randy Knight / Sammy Viola / Terry  
Hollier /

29. ACCIDENT INVESTIGATION  
PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE: 06-AUG-2013

# FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: Ignition source unknown, NBK 0200 fire tube or CZZ 0800 exhaust likely ignition sources.

2. TYPE OF FUEL:
- GAS
  - OIL
  - DIESEL
  - CONDENSATE
  - HYDRAULIC
  - OTHER

3. FUEL SOURCE: Vertical Heater Treater (NBK 0200)

4. WERE PRECAUTIONS OR ACTIONS TAKEN TO ISOLATE KNOWN SOURCES OF IGNITION PRIOR TO THE ACCIDENT ? **YES**

5. TYPE OF FIREFIGHTING EQUIPMENT UTILIZED:
- HANDHELD
  - WHEELED UNIT
  - FIXED CHEMICAL
  - FIXED WATER
  - NONE
  - OTHER **Handheld hose stations**

# INJURY/FATALITY/WITNESS ATTACHMENT



# 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                    1.64                    BBL

880 YARDS LONG X                    600 YARDS WIDE

APPEARANCE: **RAINBOW SHEEN**

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

3. SOURCE OF HYDROCARBON RELEASED: **Sump Tank (ABH 6130)**

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: **NO** IF YES, WHERE:

11. WERE ANY LIVE ANIMALS OBSERVED NEAR: **NO**

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