

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **17-SEP-2011** TIME: **1355** HOURS

2. OPERATOR:

Apache Corporation
REPRESENTATIVE: **Jarrett Doyle**
TELEPHONE: **(337) 210-8478**
CONTRACTOR:
REPRESENTATIVE:
TELEPHONE:

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

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

6. OPERATION:

4. LEASE:

G01073
AREA: **WD** LATITUDE: **29.093333**
BLOCK: **41** LONGITUDE: **-89.751667**

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

5. PLATFORM:

A
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

9. WATER DEPTH: **87** FT.
10. DISTANCE FROM SHORE: **14** MI.
11. WIND DIRECTION: **NNE**
SPEED: **3** M.P.H.
12. CURRENT DIRECTION: **E**
SPEED: **2** M.P.H.
13. SEA STATE: FT.

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

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:

none

NATURE OF DAMAGE:

none

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

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

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

