# Accident Investigation Report

1. **Occurred**
   - **Date:** 26-May-2022  
   - **Time:** 0900  
   - **Hours:**  
   - **Structural Damage:** 
   - **Crane:** 
   - **Other Lifting:** 
   - **Damaged/Disabled Safety Sys.:** 
   - **Incident >$25k:** 
   - **H2S/15MIN./20PPM:** 
   - **Required Muster:** 
   - **Shutdown from Gas Release:** 
   - **Other spill > 1 Bbl.**

2. **Operator:** Cox Operating, L.L.C.  
   - **Representative:**  
   - **Telephone:**  
   - **Contractor:**  
   - **Representative:**  
   - **Telephone:**

3. **Operator/Contractor Representative/Supervisor On Site at Time of Incident:**

4. **Lease:** G02719  
   - **Area:** HI  
   - **Latitude:**  
   - **Block:** A 582  
   - **Longitude:**

5. **Platform:** C  
   - **Rig Name:**

6. **Activity:**  
   - **Exploration (POE):**
   - **Development/Production (DOCD/POD):**

7. **Type:**
   - **Injuries:**
     - **Historic Injury:**
     - **Required Evacuation:**
     - **LTA (1-3 days):**
     - **LTA (>3 days):**
     - **RW/JT (1-3 days):**
     - **RW/JT (>3 days):**
     - **Fatality:**
     - **Other Injury:**

8. **Operation:**
   - **Production:**
   - **Drilling:**
   - **Workover:**
   - **Completion:**
   - **Helicopter:**
   - **Motor Vessel:**
   - **Pipeline Segment No.:** 13380
   - **Other:**

9. **Cause:**
   - **Equipment Failure:**
   - **Human Error:**
   - **External Damage:**
   - **Slip/Trip/Fall:**
   - **Weather Related:**
   - **Leak:**
   - **Upset H2O Treating:**
   - **Overboard Drilling Fluid:**
   - **Other:**

10. **Water Depth:** 327 FT.

11. **Distance From Shore:** 86 MI.

12. **Wind Direction:** ENE  
    - **Speed:** 12 M.P.H.

13. **Current Direction:** NW  
    - **Speed:** 1 M.P.H.

14. **Sea State:** 4 FT.

15. **Pictures Taken:**

16. **Statement Taken:**

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**United States Department of the Interior**  
**Bureau of Safety and Environmental Enforcement**  
**Gulf of Mexico Region**

**Accident Investigation Report**

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MMS - FORM 2010  
EV2010R  
02-AUG-2022
On May 26, 2022, at 08:10 hours, two (2) Bureau of Safety and Environmental Enforcement (BSEE) Lake Jackson District Inspectors were flying enroute to EB 165 when they noticed a sheen approximately 30 yards by 200 yards in the Gulf of Mexico (GOM) waters coming from Cox Operating (COX), High Island (HI) A 582 C.

The BSEE Investigation

The Inspectors knew the facility was normally unmanned and continued to EB 165. Once the Inspectors landed, they contacted the BSEE Lake Jackson District to report the incident. The District Management issued a Project Aviation Safety Plan (PASP) for low level flight survey.

At approximately 08:50 Inspectors flew to HI A 563B, which is the hub facility for the field, picked up a Cox Operator, and flew to HIA 582 C to investigate the source of the pollution. The BSEE Inspectors and the Operator determined the hydrocarbons were discharging from the incoming KAQ 2700 high pressure eight (8) inch wet gas pipeline segment number 13380 at the plus 10 deck level. Cox Operating immediately shut in both HI A 582 C and D facilities, then reported the incident to the National Response Center (Report number 1337043), and the BSEE Pipeline section.

At approximately 09:15 hours, Cox Operating started bleeding down the pipeline pressure. The bleed down was completed at 06:00 hours May 27, 2022. During the bleed down, Cox identified the source to be a one quarter of an inch diameter hole in the pipe due to corrosion. BSEE’s Inspectors concurred with Cox Operating findings and issued E-100 (S) Incident of Noncompliance at 14:02 hours May 26, 2022.

Cox requested to BSEE and was approved for a clamp to be installed to repair the pipeline, the pipeline was repaired, and tested on June 16, 2022, then returned to service June 17, 2022.

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

Poor mechanical integrity program for equipment.

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

None

20. LIST THE ADDITIONAL INFORMATION:

None

21. PROPERTY DAMAGED: Repair of 8 inch pipe.

NATURE OF DAMAGE: Eroded

ESTIMATED AMOUNT (TOTAL): $5,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Improve mechanical integrity program for all equipment.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

E-100 (S) At time of inspection Lessee failed to prevent unauthorized discharge of pollutants into offshore waters.

25. DATE OF ONSITE INVESTIGATION: 26-MAY-2022

28. ACCIDENT CLASSIFICATION:

26. INVESTIGATION TEAM MEMBERS:

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29. ACCIDENT INVESTIGATION:
   PANEL FORMED: NO
   OCS REPORT:

30. DISTRICT SUPERVISOR: Stephen Martinez

APPROVED
DATE: 01-AUG-2022