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

## 1. OCCURRED
- **DATE:** 25-NOV-2006
- **TIME:** 0715 HOURS

## 2. OPERATOR: NCX Company, Inc.
- **REPRESENTATIVE:** Larry Griffin
- **TELEPHONE:** (337) 761-8196

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

## 4. LEASE:
- **G02322**
- **AREA:** EI
- **LATITUDE:**
- **BLOCK:** 349
- **LONGITUDE:**

## 5. PLATFORM:
- **A**
- **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**
- **FATALITY**
- **POLUTION**
- **FIRE**
- **EXPLOSION**

## 8. CAUSE:
- **EQUIPMENT FAILURE**
- **HUMAN ERROR**
- **EXTERNAL DAMAGE**
- **SLIP/TRIP/FALL**
- **WEATHER RELATED**
- **LEAK**
- **UPSET H2O TREATING**
- **OVERBOARD DRILLING FLUID**
- **OTHER**

## 9. WATER DEPTH: 300 FT.

## 10. DISTANCE FROM SHORE: 90 MI.

## 11. WIND DIRECTION: ESE
- **SPEED:** 17 M.P.H.

## 12. CURRENT DIRECTION: NW
- **SPEED:** 0 M.P.H.

## 13. SEA STATE: 4 FT.
17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On November 24, 2006, the Black Warrior P&A Crew was preparing well A-17 for permanent well abandonment (P&A). Initially the crew was attempting to bleed pressure off a small section of piping connected to the A-17 well production casing valve. The P&A crew could not determine whether the casing valve was open or closed. Attempts to turn the frozen casing valve stem with a pipe wrench were unsuccessful. The P&A crew then tried to grease the casing valve by removing the cap on one of the grease fittings located on the body of the valve. However, due to heavy rust and corrosion the entire grease fitting turned causing a small gas leak around the grease fitting threads. The grease fitting was tightened and the gas leak stopped. A decision was made to replace the grease fitting at a later time when the P&A crew returned to the well to pump seawater through the production casing valve. At some unknown time after the platform was unmanned for the day, the grease fitting began to leak again. The P&A crew returned to the A platform the next day, November 25th, to discover the leaking grease fitting and an oil sheen on the water around the platform. Action was taken immediately to contain and control the leak. The grease fitting was removed and replaced by a new grease fitting. The 200 gallon spill is an estimated volume based on calculations that were taken while using a five gallon bucket to contain and recover the oil that was leaking. The oil recovered by the P&A crew was stored in plastic drums and transported to the adjacent Eugene Island 349 B platform for proper disposal. By the end of the day the spill had dissipated to a very light sheen.

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

Failure of a grease fitting on well A-17 production casing valve.

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

All decking in the wellbay area was comprised of grating and not solid decking.
21. PROPERTY DAMAGED: None
   NATURE OF DAMAGE: None

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

   MMS' recommendation to NCX: NCX must maintain and secure the unmanned A platform such that pollution incidents do not recur. MMS' recommendation to the Office of Safety Management: None

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

   Incident of Noncompliance E-100 was issued to document that NCX's failure to properly correct a faulty grease fitting resulted in an estimated 200 gallon pollution spill.

25. DATE OF ONSITE INVESTIGATION:
   27-NOV-2006

26. ONSITE TEAM MEMBERS:
   Tom Basey /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:
   Elliott S. Smith

APPROVED
DATE: 16-JAN-2007
1. VOLUME: GAL 4.76 BBL

3520 YARDS LONG X 3520 YARDS WIDE

APPEARANCE: SILVERY SHEEN

2. TYPE OF HYDROCARBON RELEASED: [X] OIL
   [ ] DIESEL
   [ ] CONDENSATE
   [ ] HYDRAULIC
   [ ] NATURAL GAS
   [ ] OTHER

3. SOURCE OF HYDROCARBON RELEASED: 9 5/8" PROD CASING VALVE GREASE FITTING

4. WERE SAMPLES TAKEN? NO

5. WAS CLEANUP EQUIPMENT ACTIVATED? NO
   IF SO, TYPE: [ ] SKIMMER
   [ ] CONTAINMENT BOOM
   [ ] ABSORPTION EQUIPMENT
   [ ] DISPERGANTS
   [ ] OTHER

6. ESTIMATED RECOVERY: 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

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