

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**
 CONTRACTOR:
 REPRESENTATIVE:
 TELEPHONE:

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
- 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 **P&A Operations**

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**

POLLUTION ATTACHMENT

1. VOLUME: GAL **4.76** BBL
3520 YARDS LONG X **3520** YARDS WIDE

APPEARANCE: **SILVERY SHEEN**

2. TYPE OF HYDROCARBON RELEASED: 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
 DISPERSANTS
 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**