

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: 04-SEP-2012 TIME: 1130 HOURS

2. OPERATOR: GOM Shelf LLC  
REPRESENTATIVE:  
TELEPHONE:  
CONTRACTOR:  
REPRESENTATIVE:  
TELEPHONE:

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

4. LEASE: 00182  
AREA: WD LATITUDE: 28.952222  
BLOCK: 70 LONGITUDE: -89.816667

5. PLATFORM: I  
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

8. 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: 135 FT.

10. DISTANCE FROM SHORE: 21 MI.

11. WIND DIRECTION: W  
SPEED: 14 M.P.H.

12. CURRENT DIRECTION: E  
SPEED: 2 M.P.H.

13. SEA STATE: 4 FT.

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

17. INVESTIGATION FINDINGS:

A Motor Vessel (M/V) identified as "Jack Fitz" operated by C & G Boats Inc. collided with a production platform identified as WD 70I operated by GOM Shelf. The collision resulted in damage to and the rupture of a 6" gas bi-directional pipeline. The rupture caused a gas/condensate fire that was extinguished by personnel onboard the M/V. The depressurizing of the pipelines and blocking of all affected valves was conducted by GOM Shelf operators. At the time of the incident, the platform was shut-in and unmanned. The platform received damage to the boat landing and the production deck. Structural damages are being assessed. No Injuries reported. Pollution volume: 0.42 gallons of condensate released.

Investigation revealed that:

The captain and crew were inattentive to surroundings.

The pipeline segment was under pressure at the time of the incident.

The Captain at the helm and crewmembers were careless in the operation of the Jack Fitz.

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

Careless operation of the M/V Jack Fitz by the crewmembers and the captain at helm.

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

Pipeline segment under operating pressure.

M/V captain and crew inattentive to surroundings.

20. LIST THE ADDITIONAL INFORMATION:

Fog Horn Operational.

NavAid Operational.

Facility was unmanned and remains unmanned due to the damage.

Lease holder currently assessing total damages below sea level with a dive teams.

Adequate protection of pipeline risers was in place.

Damaged area is properly secured to prevent injury while assessing platform.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

**3 Pipeline segments  
Stairwell  
Boat landing rails and decking.  
Decking on production deck.**

**Struck by M/V**

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

**The BSEE 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:

25. DATE OF ONSITE INVESTIGATION:

**06-SEP-2012**

26. ONSITE TEAM MEMBERS:

**Lee Carter /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**David J. Trocquet**

APPROVED

DATE: **05-JUN-2013**

# COLLISION ATTACHMENT

1. STRUCTURE MANNED: **NO**
2. OPERATING NAVIGATIONAL AIDS: **YES**
3. FAIRWAY LOCATION CONTRIBUTING FACTOR: **NO**
4. NAME OF VESSEL: **M/V Jack Fitz**
5. OWNER OF VESSEL: **C & G Boats Inc**
6. TYPE OF VESSEL: **170' Supply Boat**
7. MASTER OF VESSEL:
8. PILOT OF VESSEL:
9. ESTIMATED AMOUNT OF DAMAGE TO VESSEL:

# POLLUTION ATTACHMENT

1. VOLUME: **.42** GAL BBL  
YARDS LONG X YARDS WIDE

APPEARANCE: **BARELY VISIBLE**

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

3. SOURCE OF HYDROCARBON RELEASED: **6" B-Directional Gas Pipeline**

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: **.25** 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**

