### ACCIDENT INVESTIGATION REPORT

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:**
   - [X] HISTORIC INJURY
   - [ ] REQUIRED EVACUATION
     - LTA (1-3 days)
     - LTA (>3 days)
     - RW/JT (1-3 days)
     - RW/JT (>3 days)
     - Other Injury
   - [ ] FATALITY
   - [X] POLLUTION
   - [X] FIRE
   - [X] EXPLOSION

   - [ ] HISTORIC BLOWOUT
   - UNDERGROUND
   - SURFACE
   - DEVERTER
   - SURFACE EQUIPMENT FAILURE OR PROCEDURES

   - [X] COLLISION
     - HISTORIC
     - $>$25K
     - $<=$25K

8. **CAUSE:**
   - [X] EQUIPMENT FAILURE
   - [X] 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.
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.

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
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: \(0.42\) GAL \(\times\) BBL
   YARDS LONG \(\times\) YARDS WIDE

   APPEARANCE: BARELY VISIBLE

2. TYPE OF HYDROCARBON RELEASED:
   \(\Box\) OIL
   \(\Box\) DIESEL
   \(\Box\) CONDENSATE
   \(\Box\) HYDRAULIC
   \(\Box\) NATURAL GAS
   \(\Box\) 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:
   \(\Box\) SKIMMER
   \(\Box\) CONTAINMENT BOOM
   \(\Box\) ABSORPTION EQUIPMENT
   \(\Box\) DISPERGANTS
   \(\Box\) OTHER

6. ESTIMATED RECOVERY: GAL \(\times\) BBL

7. RESPONSE TIME: \(0.25\) 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