

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: 21-NOV-2020 TIME: 1945 HOURS

2. OPERATOR: Talos Petroleum LLC

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

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

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

8. OPERATION:

4. LEASE: G06896

AREA: VK LATITUDE:

BLOCK: 956 LONGITUDE:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER

5. PLATFORM: A-Ram Powell

RIG NAME:

6. ACTIVITY:

- EXPLORATION (POE)
- DEVELOPMENT/PRODUCTION (DOCD/POD)

9. CAUSE:

7. TYPE:

INJURIES:

HISTORIC INJURY

OPERATOR CONTRACTOR

REQUIRED EVACUATION

LTA (1-3 days)

LTA (>3 days)

RW/JT (1-3 days)

RW/JT (>3 days)

FATALITY

Other Injury

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER _____

POLLUTION

FIRE

EXPLOSION

LWC HISTORIC BLOWOUT

UNDERGROUND

SURFACE

DEVERTER

SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. WATER DEPTH: 3216 FT.

11. DISTANCE FROM SHORE: 55 MI.

12. WIND DIRECTION:
SPEED: M.P.H.

13. CURRENT DIRECTION:
SPEED: M.P.H.

14. SEA STATE: FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

COLLISION HISTORIC >\$25K <=\$25K

On November 21, 2020 at approximately 1945 hrs, a gas release occurred on Viosca Knoll (VK) 956 A-Ram Powell platform, owned and operated by Talos Petroleum LLC (Talos). The platform shut-in as a result of the gas leak. No injuries or pollution occurred.

Sequence of Events:

Per the operator's report, at 1945 hrs on November 21, 2020, a production operator on night crew noticed a gas leak coming from a hole in the 6 in Low Pressure (LP) test line leading to the LP header line. The operator activated a Emergency Shut down of the platform. No hydrocarbons were released into the Gulf of Mexico (GOM) and no personnel were in the immediate vicinity at the time of the gas release.

On November 22, 2020, Talos requested approval to install a clamp on the leak for a period of 30 days until such time that the piping could be replaced. Approval was granted by the Bureau of Safety and Environmental Enforcement's (BSEE) New Orleans District (NOD).

On December 4, 2020 at 1307 hrs the incident was reported to BSEE in the eWell system.

BSEE Investigation:

On December 4, 2020, the BSEE Accident Investigator (AI) received an email summarizing the incident. The AI contacted the facility and spoke with the Offshore Installation Manager (OIM) who indicated the root cause of the incident was from pitting. BSEE confirmed the excessive corrosion by reviewing photos submitted by the operator. Upon Talos' inspection of piping, it was discovered that other areas of piping were in need of replacement. The corrosion on piping indicates a lack of preventive maintenance. Pipe coating should be maintained to prevent corrosion.

Conclusion:

Talos' Root Cause Analysis (RCA) and the BSEE AI concluded that the gas leak that occurred on the 6 in LP test line resulted from pitting caused by corrosion. BSEE concludes that this leak was caused by an equipment failure due to a lack of maintenance. The BSEE AI also concluded that the production operators working that night reacted properly and in a safe and prudent manner. Talos has taken action to try and prevent this from reoccurrence by replacing all piping in need of maintenance.

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

Equipment failure: Inadequate preventive maintenance - Talos failed to maintain proper coating of the piping leading to excessive corrosion.

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **YES**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

G111- Talos failed to maintain proper coating of the piping leading to excessive corrosion. This in turn caused a gas leak and platform shutdown.

25. DATE OF ONSITE INVESTIGATION:

28. ACCIDENT CLASSIFICATION:

29. ACCIDENT INVESTIGATION
PANEL FORMED: **NO**

26. INVESTIGATION TEAM MEMBERS:

OCS REPORT:

Nathan Bradley /

30. DISTRICT SUPERVISOR:

27. OPERATOR REPORT ON FILE:

David Trocquet

APPROVED

DATE:

14-JUN-2021