

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: 09-SEP-2018 TIME: 1130 HOURS

2. OPERATOR: Arena Offshore, LP

REPRESENTATIVE:  
TELEPHONE:

CONTRACTOR:  
REPRESENTATIVE:  
TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K 2,250,000
- 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: G01106

AREA: WD LATITUDE: 28.711403  
BLOCK: 133 LONGITUDE: -89.701844

5. PLATFORM: F  
RIG NAME:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO. 15815
- OTHER

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

9. CAUSE:

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

- 10. WATER DEPTH: 294 FT.
- 11. DISTANCE FROM SHORE: 22 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:

## 17. INVESTIGATION FINDINGS:

On September 9, 2018, at 1130 hours, a trawling vessel snagged a bi-directional pipeline Segment No. 15815. The pipeline subsequently ruptured, releasing gas and an estimated 0.8 gallons of hydrocarbon. The damage occurred in the vicinity of an 8-inch to 6-inch tie-in spool installed as part of a Right-of-Way (ROW) modification in 2008.

The pipeline originates from West Delta (WD) Block 152 Platform A, operated by Renaissance Offshore, and terminates at WD Block 133 Platform F, which is an unmanned satellite facility operated by Arena Offshore. It is a bi-directional pipeline used for gas lift and bulk production service.

At approximately 1130 hours, on September 9, 2018, the pressure safety low (PSL) for KAA-2000 tripped, initiating a shut-in of the pipeline at WD Block 152. The shut-in secured all wells at WD Block 133 F. Operators flew over WD Block 133 F and spotted a sheen about one-half mile west of WD Block 133 F. At 1200 hours, operators closed the shutdown valves (SDVs) and manual block valves on the two pipelines at WD Block 133 F. They also secured all production casing valves on WD Block 133 F.

On September 11, 2018, divers from the DSV Joanne Morrison conducted a survey of the pipeline damage. The DSV Joanne Morrison confirmed the diver survey using sonar imagery.

The BSEE New Orleans District conducted an onsite investigation at WD Block 152 A on September 21, 2018, obtaining witness statements and documentation. The BSEE Gulf of Mexico Region (GOMR) Pipeline Section provided documentation from the approved ROW permit application. The pipeline operator completed the subject tie-in spool installation on November 20, 2007. Neither the application nor the completion report contains any indication that the spool was buried or covered.

The survey conducted by DSV Joanne Morrison revealed that the 6-inch pipeline section (the section nearest to WD Block 133 F) had been severed in the vicinity of an 8-inch to 6-inch tie-in spool. Additionally, they located two areas where pipe was positioned above the seafloor. Furthermore, the divers found portions of a trawl net entangled in both the 6-inch and 8-inch end connections.

The BSEE investigation determined that the pipeline failed due to excessive stresses imposed when a trawling vessel's net snagged on the tie-in spool and dragged it until it reached the point of failure. 30 CFR 250.1003(a)(2) states that pipeline valves, taps, tie-ins, capped lines, and repaired sections that could be obstructive shall be provided with at least 3 feet of cover unless the Regional Supervisor determines that such items present no hazard to trawling or other operations. The BSEE GOMR Pipeline Section does not contain any approved departures for this pipeline segment.

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

- **Equipment Failure - Capacity of Equipment Exceeded:** The pipeline failed due to excessive stresses imposed when a trawling vessel's net snagged on the tie-in spool and dragged it until it reached the point of failure.

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

- **Failure to adhere to regulations -** The operator failed to sufficiently cover the tie-in spool without obtaining Regional Supervisory approval.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

6-inch/8-inch bi-directional pipeline,  
Segment No. 15815

Pipeline Ruptured

ESTIMATED AMOUNT (TOTAL):           **\$2,225,000**

22. RECOMMENDATIONS TO PREVENT RECCURRANCE NARRATIVE:

**The BSEE New Orleans District recommends that the BSEE GOMR Pipeline Section consider this incident for regulatory review and/or action.**

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

28. ACCIDENT CLASSIFICATION:

**21-SEP-2018**

26. INVESTIGATION TEAM MEMBERS:

29. ACCIDENT INVESTIGATION

**Pierre Lanoix / Harold Griffin / Jewel  
Mayer / Nisbet Kelley /**

PANEL FORMED:     **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**David Trocquet**

27. OPERATOR REPORT ON FILE:

APPROVED

DATE:

**08-FEB-2019**