

<b>Incident #</b>	INC-2023-005-SOG-OA-2018-003	
<b>Incident occurred on:</b>	February 23, 2023	
<b>OA/ACW #:</b>	ACW-2023-SOG-I-16-WID1482	
<b>Operator:</b>	Strategic Oil and Gas	
<b>Location:</b>	Cameron I-16 (WID 1482)	
<b>Summary of incident:</b>	Spill of inhibited water – NO INJURY	
<b>Incident reported to OROGO by the operator on:</b>	February 24, 2023	
<b>Incident reported to NT-NU Spill Line (if required) on:</b>	February 24, 2023	
<b>Operator Follow-up Investigation Report:</b>	Due: March 15, 2023 Received:	
<b>Status:</b>	<p><b>February 23, 2023:</b> During OROGO’s well abandonment operations inspection on the Cameron I-16 well site, it was noted that water was leaking from the manifold at the Rig Pump. OROGO notified the rig supervisor who brought another member of the crew over and they closed the valve where it was leaking began bailing fluid on the ground into the rig tank. OROGO was advised by the rig supervisor and well site supervisor that this was freshwater as they had just circulated the well over. OROGO advised them to clean up as much fluid as possible and scrape the area of the release during the upcoming site surface reclamation operations after well site demobilization.</p> <p><b>March February 24, 2023:</b> OROGO identified that the Daily Reports stated that the well had not in fact been circulated over. OROGO contacted the operator to request clarification and if this was inhibited water that was released, an incident report had to be filed to OROGO as well as a spill report to the NT/NU Spill Line.</p>	

This Report is subject to disclosure pursuant to paragraph 91(8)(h) of the *Petroleum Resources Act*.

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## INCIDENT STATUS REPORT

	<p><b>1635h:</b> The operator called the OROGO incident report line and confirmed it was likely the fluid had corrosion inhibitor in it. They also apologized for the misinformation and would follow up with a brief summary in advance of their investigation report required on March 15, 2023.</p> <p><b>1836h:</b> The operator reported: <i>‘The spill was from a valve on the suction line from the rig tank. At that moment the fluid in the rig tank was being circulated through the pump and back to the rig tank to keep the fluid passing over the heating coil. The rig tank contained fresh water, and some fluid from the wellbore that would have been water mixed with Baker Petrolite CRW132 Corrosion inhibitor at 0.5% by volume. Because there was wellbore fluid present in the tank, the spilled product was not strictly fresh water. The rig tank started the day with 19 m3 of fresh water, and gained 4.2 m3 of inhibited water from the well.’</i> Clean up and corrective actions are under way.</p> <p><b>FILE OPEN</b></p>
	Michael Martin – Chief Safety/Conservation Officer

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