

UNITED STATES DEPARTMENT OF THE INTERIOR
MINERALS MANAGEMENT SERVICE
GULF OF MEXICO REGION
ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **26-MAY-2005** TIME: **1045** HOURS

2. OPERATOR: **Chevron U.S.A. Inc.**

REPRESENTATIVE: **Phillip Kerbow**

TELEPHONE: **(337) 989-3961**

3. LEASE: **G04109**

AREA: **SM** LATITUDE:

BLOCK: **99** LONGITUDE:

4. PLATFORM: **B**

RIG NAME

5. ACTIVITY: EXPLORATION(POE)

DEVELOPMENT/PRODUCTION
(DOCD/POD)

6. TYPE: FIRE

EXPLOSION

BLOWOUT

COLLISION

INJURY NO. _____

FATALITY NO. _____

POLLUTION

OTHER _____

7. OPERATION: PRODUCTION

DRILLING

WORKOVER

COMPLETION

MOTOR VESSEL

PIPELINE SEGMENT NO. _____

OTHER **Rental Air Compressor**

8. CAUSE: EQUIPMENT FAILURE

HUMAN ERROR

EXTERNAL DAMAGE

SLIP/TRIP/FALL

WEATHER RELATED

LEAK

UPSET H2O TREATING

OVERBOARD DRILLING FLUID

OTHER _____

9. WATER DEPTH: **169** FT.

10. DISTANCE FROM SHORE: **74** MI.

11. WIND DIRECTION: **W**

SPEED: **6** M.P.H.

12. CURRENT DIRECTION: **SE**

SPEED: **3** M.P.H.

13. SEA STATE: **0** FT.

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

Phillip Kerbow

CITY: **Mount Hermon**

STATE: **LA**

TELEPHONE: **(985) 877-4617**

CONTRACTOR:

CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:

CITY:

STATE:

TELEPHONE:

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

Remarks: A minor fire occurred on an in service rental air compressor that was providing air supply to the SM 99, B platform safety system. The SM 99, B platform is an unmanned minor platform that produces to the host platform SM 99, A. The SM 99, B platform production process system is monitored by remote SCADA on the SM 99, A platform. The fire was observed by the platform operators on the SM 99, A platform and a determination was made that the SM 99, B platform had shut in by either the fire loop or the ESD system. The SM 99, B platform was boarded and remnants of the fire were extinguished with 3 portable dry chemical units. Damage was limited to the rental air compressor, hydraulic hoses and a portable plastic diesel storage tank. The ignition source remains unknown. The fuels consisted of hydraulic fluids, diesel fuel and flexible rubber hoses. A pollution incident of approximately one-half gallon resulted from the fire. There were no injuries as a result of the fire.

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

The cause of the fire remains unknown. However, it is apparent that fuel from an unknown source came into contact with an ignition source. The ignition source is probably a surface heat source that includes the engine manifold, air compressor and a diesel prime mover. Potential fuel sources include: (1) The diesel fuel supply hose was leaking or became disconnected; (2) The oil-air separator relief device opened or the oil-air separator discharge hose became disconnected releasing oil and contacting a heat source on the air compressor.

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

Once the fire occurred, fuel sources that contributed to the fire include: hydraulic oil, diesel fuel, plastic coating for wiring, hydraulic or diesel hoses, styrofoam insulation, plastic filter housing, or a plastic diesel tank.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

**Air compressor fuel hoses, life ring,
wheel unit fire extinguisher and diesel
storage tank**

Burned, melted, charred

ESTIMATED AMOUNT (TOTAL): **\$25,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

Chevron plans to: Isolate the fuel and chemical sources from potential heat sources; convert the air compressor prime mover to a natural gas prime mover. MMS makes no recommendations.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **NO**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

26-MAY-2005

26. ONSITE TEAM MEMBERS:

Patrick Finney / Raymond Johnson /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Elliott S. Smith

APPROVED

DATE: **26-JUL-2005**

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **Air compressor**

2. TYPE OF FUEL:
- GAS
 - OIL
 - DIESEL
 - CONDENSATE
 - HYDRAULIC
 - OTHER **Fuel hoses**

3. FUEL SOURCE: **Fuel hoses from compressor/diesel storage tank**

4. WERE PRECAUTIONS OR ACTIONS TAKEN TO ISOLATE
KNOWN SOURCES OF IGNITION PRIOR TO THE ACCIDENT ? **NO**

5. TYPE OF FIREFIGHTING EQUIPMENT UTILIZED: HANDHELD
- WHEELED UNIT
 - FIXED CHEMICAL
 - FIXED WATER
 - NONE
 - OTHER

POLLUTION ATTACHMENT

1. VOLUME: .5 GAL BBL
880 YARDS LONG X 30 YARDS WIDE

APPEARANCE: **SILVERY SHEEN**

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

3. SOURCE OF HYDROCARBON RELEASED: **Diesel storage tank and hoses from compressor**

4. WERE SAMPLES TAKEN? **NO**

5. WAS CLEANUP EQUIPMENT ACTIVATED? **NO**

IF SO, TYPE: SKIMMER
 CONTAINMENT BOOM
 ABSORPTION EQUIPMENT
 DISPERSANTS
 OTHER _____

6. ESTIMATED RECOVERY: 0 GAL BBL

7. RESPONSE TIME: 0 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**