

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

1. OCCURRED

DATE: **02-AUG-2005** TIME: **1300** HOURS

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

REPRESENTATIVE: **Ronnie Staten**

TELEPHONE: **(985) 396-3742**

3. LEASE: **G02625**

AREA: **ST** LATITUDE:

BLOCK: **37** LONGITUDE:

4. PLATFORM: **J**

RIG NAME

5. ACTIVITY: EXPLORATION(POE)

DEVELOPMENT/PRODUCTION
(DOCD/POD)

6. TYPE: FIRE

EXPLOSION

BLOWOUT

COLLISION

INJURY NO. 0

FATALITY NO. 0

POLLUTION

OTHER

7. OPERATION: PRODUCTION

DRILLING

WORKOVER

COMPLETION

MOTOR VESSEL

PIPELINE SEGMENT NO. _____

OTHER _____

8. CAUSE: EQUIPMENT FAILURE

HUMAN ERROR

EXTERNAL DAMAGE

SLIP/TRIP/FALL

WEATHER RELATED

LEAK

UPSET H2O TREATING

OVERBOARD DRILLING FLUID

OTHER _____

9. WATER DEPTH: **57** FT.

10. DISTANCE FROM SHORE: **8** MI.

11. WIND DIRECTION: **S**

SPEED: **5** M.P.H.

12. CURRENT DIRECTION: **N**

SPEED: **1** M.P.H.

13. SEA STATE: **1** FT.

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

Steve Fabre

CITY: **Golden Meadow** STATE: **LA**

TELEPHONE: **(985) 396-3362**

CONTRACTOR: **Grand Isle Shipyard, Inc.**

CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:

Lester Bonnet

CITY: **Galliano** STATE: **LA**

TELEPHONE: **(985) 475-5238**

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On August 2, 2005 at 1300 hours, a fire occurred on the water surface at Platform J while Welding and Burning operations were being conducted on the + 10 elevation boat landing handrails. A Job Safety Analysis was developed and reviewed with the crew. A hot work permit was completed. The area was inspected and sniffed for the presence of gas with a portable gas detector. Hot work was commenced at approximately 0730 hours on the east side of the structure. The crew had progressed around to the north side boat landing at about 1045 hours. The gas seawater heat exchanger developed a gas leak. At approximately 1300 hours hot slag ignited gas coming from the gas seawater heat exchanger overboard discharge point. Welding and burning operations were immediately shutdown and the fire was extinguished with a 30 lb. dry chemical unit. The seawater heat exchanger was removed from service and locked out and tagged out was applied.

There were no pollution, no injuries and no property damages as a result of this accident.

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

The gas seawater heat exchanger developed a leak in the gas tube and the gas went out the overboard discharge line. Hot slag ignited the gas thus causing a fire on the water surface.

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

Further investigation discovered that due to the low volume of gas present from the gas seawater heat exchanger, and that the wind was blowing from the south at 5 mph that there was no measurable quantity of gas presence on the boat landing to indicate a potential ignition source.

21. PROPERTY DAMAGED:

None

NATURE OF DAMAGE:

None

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

There are no recommendations from MMS.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

04-AUG-2005

26. ONSITE TEAM MEMBERS:

**Tim McGraw / Julie King / Freddie
L. Mosely /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED

DATE: **26-OCT-2005**

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **Hot slag from Welding and Burning**

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

3. FUEL SOURCE: **Gas seawater heat exchanger**

4. WERE PRECAUTIONS OR ACTIONS TAKEN TO ISOLATE
KNOWN SOURCES OF IGNITION PRIOR TO THE ACCIDENT ? **YES**

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