

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

1. OCCURRED  
DATE: **20-JAN-2005** TIME: **2230** HOURS

2. OPERATOR: **BP Exploration & Production Inc.**  
REPRESENTATIVE: **Scherie Douglas**  
TELEPHONE: **(281) 366-6843**

3. LEASE: **G17001**  
AREA: **WR** LATITUDE: **26.45331417**  
BLOCK: **508** LONGITUDE: **-90.77591333**

4. PLATFORM:  
RIG NAME **T.O. DEEPWATER HORIZON**

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: **9576** FT.  
10. DISTANCE FROM SHORE: **190** MI.  
11. WIND DIRECTION: **SW**  
SPEED: **16** M.P.H.  
12. CURRENT DIRECTION: **SE**  
SPEED: **1** M.P.H.  
13. SEA STATE: **3** FT.

16. OPERATOR REPRESENTATIVE/  
SUPERVISOR ON SITE AT TIME OF INCIDENT:  
**Ronnie Sepulvado**  
CITY: **Houston** STATE: **TX**  
TELEPHONE: **(281) 366-6843**  
CONTRACTOR: **Transocean Offshore**  
CONTRACTOR REPRESENTATIVE/  
SUPERVISOR ON SITE AT TIME OF INCIDENT:  
**Van Williams**  
CITY: **Houston** STATE: **TX**  
TELEPHONE: **(832) 587-8500**

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

At approximately 2230 hours, the Crane Operator began refueling the starboard crane alone, while the crane was running. The operator went back to the crane cab and forgot about the refueling operation. He began offloading a pallet and back-loading boxes onto the Motor Vessel Damon B. Bankston. Around 2300 hours, he noticed that the fuel tank was full according to the fuel gauge in the crane cab and called the Engine Control Room (ECR) to shut off the fuel. After calling the ECR, the crane operator noticed smoke coming from the crane pedestal. Then, he called the Bridge and reported a fire in the starboard crane engine compartment. The Bridge announced the fire over the PA. Emergency personnel reported to their stations and the rest of the crew members reported to their muster areas until the situation was deemed safe and secure. The Fire Teams extinguished the fire using dry chemical extinguishers and firefighting water.

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

During refueling of the starboard crane, the crane operator returned to the crane cab and forgot about the refueling operation. The diesel filled up the tank and began overflowing. Approximately 15 gallons of fuel overflowed from the tank. All fuel, oil and fire fighting agents were contained within the engine compartment and crane pedestal.

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



# FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **hot turbocharger on engine**

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

3. FUEL SOURCE: **overflowing fuel 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