UNITED STATES DEPARTMENT OF THE INTERIOR MINERALS MANAGEMENT SERVICE

GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

1.	OCCURRED	8.	. CAUSE: EQUIPMENT FAILURE				
	DATE: 20-JAN-2005 TIME: 2230 HOURS		X HUMAN ERROR				
_	OPERATOR: BP Exploration & Production Inc.		EXTERNAL DAMAGE SLIP/TRIP/FALL				
۷.							
			WEATHER RELATED				
	REPRESENTATIVE: Scherie Douglas		☐ LEAK				
	TELEPHONE: (281) 366-6843	UPSET H2O TREATING					
3	LEASE: G17001		OVERBOARD DRILLING FLUID				
٥.	AREA: WR LATITUDE: 26.45331417		☐ OTHER				
		9	WATER DEPTH: 9576 FT.				
	BLOCK: 508 LONGITUDE: -90.77591333		DISTANCE FROM SHORE: 190 MI.				
4.	PLATFORM:		WIND DIRECTION: SW				
			SPEED: 16 M.P.H.				
5.	ACTIVITY: X EXPLORATION(POE)	12.	CURRENT DIRECTION: SE				
	DEVELOPMENT/PRODUCTION		SPEED: 1 M.P.H.				
	(DOCD/POD)	1.0	GD1 GD1 DD				
6.	TYPE: X FIRE	13.	SEA STATE: 3 FT.				
	EXPLOSION						
	BLOWOUT						
	COLLISION INJURY NO. 0 FATALITY NO. 0		OPERATOR REPRESENTATIVE/				
			SUPERVISOR ON SITE AT TIME OF INCIDENT:				
			Ronnie Sepulvado				
			CITY: Houston STATE: TX				
OTHER			TELEPHONE: (281) 366-6843				
7	OPERATION: PRODUCTION		CONTRACTOR: Transocean Offshore				
, .	TRODUCTION DRILLING						
	WORKOVER COMPLETION MOTOR VESSEL PIPELINE SEGMENT NO. OTHER		CONTRACTOR REPRESENTATIVE/ SUPERVISOR ON SITE AT TIME OF INCIDENT: Van Williams				
			CITY: Houston STATE: TX				
			TELEPHONE: (832) 587-8500				

MMS - FORM 2010 PAGE: 1 OF 4

EV2010R 25-MAY-2005

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 cal 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:

MMS - FORM 2010 PAGE: 2 OF 4

EV2010R 25-MAY-2005

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

engine compartment, electrical and
mechanical equipment in crane pedestal

Burned equipment

ESTIMATED AMOUNT (TOTAL):

\$60,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Due to the specific nature of this incident, the Houma District Office has no recommendations to the Regional Office.

- 23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO
- 24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:
- 25. DATE OF ONSITE INVESTIGATION:

24-JAN-2005

26. ONSITE TEAM MEMBERS:

Jerry Freeman / Amy Gresham /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED

DATE: 09-FEB-2005

MMS - FORM 2010 PAGE: 3 OF 4

EV2010R

25-MAY-2005

FIRE/EXPLOSION ATTACHMENT

1.	SOURCE OF IGNITION	N: ho	ot turbocharger on	engi	.ne	
2.	TYPE OF FUEL:		GAS			
			OIL			
		x	DIESEL			
			CONDENSATE			
			HYDRAULIC			
			OTHER			
3.	FUEL SOURCE: ove	erflo	wing fuel tank			
4.			TIONS TAKEN TO ISONION PRIOR TO THE AG		ENT ?	NO
5.	TYPE OF FIREFIGHT	ING E	QUIPMENT UTILIZED:	x	HANDH	ELD
					WHEEL	ED UNIT
					FIXED	CHEMICAL
				x	FIXED	WATER
					NONE	
					OTHER	

MMS - FORM 2010 PAGE: 4 OF 4

EV2010R 25-MAY-2005