

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **11-AUG-2009** TIME: **0830** HOURS

2. OPERATOR: **SPN Resources, LLC**

REPRESENTATIVE: **Gil Smith**
TELEPHONE: **(504) 263-4287**

CONTRACTOR:

REPRESENTATIVE: **David Foreman (Fab-Con Inc)**
TELEPHONE: **(504) 534-9454**

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

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

6. OPERATION:

4. LEASE: **G01608**

AREA: **SP** LATITUDE:
BLOCK: **60** LONGITUDE:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER **Hot Work Operations**

5. PLATFORM: **D**

RIG NAME:

6. ACTIVITY: EXPLORATION (POE)
 DEVELOPMENT/PRODUCTION
(DOCD/POD)

8. CAUSE:

7. TYPE:

- HISTORIC INJURY
 - REQUIRED EVACUATION
 - LTA (1-3 days)
 - LTA (>3 days)
 - RW/JT (1-3 days)
 - RW/JT (>3 days)
 - Other Injury

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER _____

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

9. WATER DEPTH: **190** FT.

- LWC HISTORIC BLOWOUT
- UNDERGROUND
 - SURFACE
 - DEVERTER
 - SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. DISTANCE FROM SHORE: **6** MI.

11. WIND DIRECTION:
SPEED: M.P.H.

12. CURRENT DIRECTION: **N**
SPEED: **2** M.P.H.

COLLISION HISTORIC >\$25K <=\$25K

13. SEA STATE: **2** FT.

17. INVESTIGATION FINDINGS:

At the time of the incident, construction personnel were repairing the platform's flare boom stairs on the top deck. Prior to the operations to repair the stairs, all personnel involved attended the job review and signed the Job Safety Analysis (JSA). Tarps were positioned and wet down on the top deck where hot work procedures were initiated. During the cutting operations, some of the slag was carried by water to the second deck below and ignited a small amount of condensate. The deck's water and condensate mixture covered an area of approximately 4'x 4', with the condensate originating from a packing leak in the T-103 condensate pump. The condensate pump, however, was not operating at the time of the incident.

The fire watch personnel observed smoke coming from the second deck, alerted all personnel, proceeded to the deck below with a 30 pound fire extinguisher and extinguished the fire within 30 seconds. The total response time of the fire watch personnel was approximately 5 minutes from when the fire was observed to when the fire was extinguished. The fire watch remained on location for an additional 1 ½ hours in case of another ignition. The fire resulted in only melting the outer casing of the CLX electrical cable on the cable raceway to the condensate pump. There were no injuries or pollution as a result of the incident.

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

Slag was carried to the second deck where it ignited a small amount of condensate that originated from a packing leak in the T-103 condensate pump.

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

1. The water used to keep the slag from burning, inadvertently carried the hot slag to the lower deck, while also causing the condensate to spread over a larger area.
2. The tarp habitat built by the construction crew lacked sufficient design to prevent the red hot slag and water from falling to the lower deck.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

Wires on the cable raceway to the condensate pump were damaged.

NATURE OF DAMAGE:

The outer casing of wires from the cable raceway were melted from the fire.

ESTIMATED AMOUNT (TOTAL):

\$200

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The MMS New Orleans District makes no recommendations to the MMS Regional Office of Safety Management (OSM).

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

12-AUG-2009

26. ONSITE TEAM MEMBERS:

Robert Neal /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Trocquet, David

APPROVED

DATE: **02-APR-2010**

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **Hot slag contacting condensate.**

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

3. FUEL SOURCE: **Packing leak from the T-103 condensate pump.**

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