

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

1. OCCURRED

DATE: **17-NOV-2006** TIME: **1020** HOURS

2. OPERATOR: **Pogo Producing Company**

REPRESENTATIVE: **David Day**
 TELEPHONE: **(832) 615-8983**

CONTRACTOR:
 REPRESENTATIVE:
 TELEPHONE:

- 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: **G02177**

AREA: **SP** LATITUDE:
 BLOCK: **49** LONGITUDE:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER

5. PLATFORM: **A**
 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: **450** FT.

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

10. DISTANCE FROM SHORE: **9** MI.

11. WIND DIRECTION: **NE**
 SPEED: **12** M.P.H.

12. CURRENT DIRECTION:
 SPEED: M.P.H.

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

13. SEA STATE: **4** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

Operator making rounds on the platform discovered a fire on the Glycol Surge Vessel BBC- 0200. He immediately alerted all crew members and shut in platform with the ESD system. Fire fighting procedures were followed; the fire was extinguished with in 10 minutes. The crew continued to spray the unit for cooling purposes and to prevent reignite.

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

- a. The Glycol Surge Vessel had been over filled and when the Glycol heated up it expanded and caused Glycol to bubble out the overflow port on and come into contact with the vessels surface at a temperature 355° f
- b. There could have been accumulation in the insulation from previous events.

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

- a. Two 550 gallons tote tanks of Glycol had been added to the surge vessel and was too much according to operators on the structure.

21. PROPERTY DAMAGED:

Insulation on Surge Vessel

NATURE OF DAMAGE:

Insulation burned.

ESTIMATED AMOUNT (TOTAL):

\$10,000

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

Recommendations to Office of Safety Management:

A Subpart O audit of the operator be conducted with emphasis placed on training on maintenance and filling of Glycol Surge Vessel

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

17-NOV-2006

26. ONSITE TEAM MEMBERS:

Elbert Clemens / Eric Neal /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

FPAusina for TTrosclair

APPROVED

DATE: **16-FEB-2006**

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **Hot Surface of Vessel**

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

3. FUEL SOURCE: **BCC - 200 Glycol Reboiler**

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