

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

1. OCCURRED
 DATE: **15-APR-2008** TIME: **1500** HOURS

2. OPERATOR: **Maritech Resources, Inc.**
 REPRESENTATIVE: **Steiner, Russell**
 TELEPHONE: **(337) 981-2332**
 CONTRACTOR: **Baker Energy, Inc.**
 REPRESENTATIVE:
 TELEPHONE:

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

4. LEASE: **G01036**
 AREA: **SS** LATITUDE:
 BLOCK: **269** LONGITUDE:

5. PLATFORM: **B**
 RIG NAME:

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

7. TYPE:
 HISTORIC INJURY
 REQUIRED EVACUATION
 LTA (1-3 days)
 LTA (>3 days)
 RW/JT (1-3 days)
 RW/JT (>3 days)
 Other Injury **2 First Aids**

FATALITY
 POLLUTION
 FIRE
 EXPLOSION

LWC HISTORIC BLOWOUT
 UNDERGROUND
 SURFACE
 DEVERTER
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

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

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

6. OPERATION:

PRODUCTION
 DRILLING
 WORKOVER
 COMPLETION
 HELICOPTER
 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: **205 FT.**

10. DISTANCE FROM SHORE: **59 MI.**

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

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

13. SEA STATE: **FT.**

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

While attempting to start a platform crane diesel engine at approximately 1400 hours on 15-April-2008, two personnel received second degree burns due to a flash fire occurring around the crane engine.

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

1. High natural gas accumulation in the work area due to repeated attempts to start the engine.
2. The engine starter exhaust was not piped to a safe location.
3. The engine inspection plates were removed while attempting to start the engine.
4. The crane engine exhaust valves may have provided the heat as the ignition source for the flash fire.

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

There was no JSA performed with all individuals involved identifying any possible risks or hazards associated with the repair operations on the crane engine. An operable gas detector was not on location and in use during the operations on the crane engine. As the mechanic was making several attempts to start the engine, he could smell a "strong scent" of natural gas in the area but continued with the operations anyway.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

none

NATURE OF DAMAGE:

n/a

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Houma District has no recommendations to the MMS Regional Office.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **YES**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

G-110 issued on April 16, 2008, "The operator is not performing all operations in a safe and workmanlike manner. While the mechanic was working on the platform crane diesel engine power pack, a flash fire occurred from escaping gas from around the engine starter causing burn injuries to the personnel.

25. DATE OF ONSITE INVESTIGATION:

16-APR-2008

26. ONSITE TEAM MEMBERS:

Terry Hollier, Houma District /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan Domangue

APPROVED

DATE: **30-MAY-2008**