

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

1. OCCURRED

DATE: **13-JUL-2008** TIME: **1530** HOURS

2. OPERATOR:

**Apache Corporation**

REPRESENTATIVE: **Garber, John**

TELEPHONE: **(337) 354-8126**

CONTRACTOR: **Diamond Offshore Drilling, Inc.**

REPRESENTATIVE: **Hebert, Joey**

TELEPHONE: **(281) 647-8023**

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

4. LEASE:

**G10815**

AREA: **ST** LATITUDE:

BLOCK: **68** LONGITUDE:

5. PLATFORM:

RIG NAME: **DIAMOND OCEAN CRUSADER**

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

- 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: **64** FT.

10. DISTANCE FROM SHORE: **18** MI.

11. WIND DIRECTION: **N**  
SPEED: **1** M.P.H.

12. CURRENT DIRECTION: **N**  
SPEED: **1** M.P.H.

13. SEA STATE: FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

While conditioning the hole section the rig had drilled, rig personnel observed sparks coming from the No. 2 diesel engine exhaust. The fire team responded and sprayed the exhaust with a water hose to cool the exhaust pipe. The No. 2 diesel engine was being used to power the rig's A/C while the No. 3 diesel engine was being used to power the drawworks. The diesel engine's are at a low speed when being used to power the rig's A/C system. The No. 3 engine went off line and the No. 2 engine was switched over to power the drawworks. When the engine was switched over, it was running at a higher speed and it was soon afterwards that sparks were seen emitting from the exhaust.

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

The exhaust pipe has a small trap at its end to catch oil and unburned fuel that drains to a catch basin. When the engine is running at low speeds, carbon/oil/fuel mixture will build up in the exhaust. When the engine was made to run at a higher speed, heat from the exhaust caused the mixture build up to ignite.

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

There is an extended vertical section on the exhaust before it makes a horizontal turn, which then goes to the trap for the pipe. There is not enough flow in the vertical section of the exhaust to push the mixture to the trap when the engine is being run at low speeds.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

ESTIMATED AMOUNT (TOTAL): \$

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

**The MMS Houma District has no recommendations for the MMS Regional Office.**

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

**Ben Coco /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**Bryan A. Domangue**

APPROVED

DATE: **26-NOV-2008**