

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

1. OCCURRED
 DATE: **27-JUL-2008** TIME: **0045** HOURS

2. OPERATOR: **W & T Offshore, Inc.**
 REPRESENTATIVE: **Stong, Bea**
 TELEPHONE: **(713) 624-7338**
 CONTRACTOR:
 REPRESENTATIVE:
 TELEPHONE:

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

4. LEASE: **G03169**
 AREA: **SS** LATITUDE:
 BLOCK: **238** LONGITUDE:

5. PLATFORM: **A**
 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

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 Unknown

9. WATER DEPTH: **129** FT.

10. DISTANCE FROM SHORE: **43** MI.

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

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

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

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

A fire occurred at the Ship Shoal Block 238 Platform A on July 27, 2008, at approximately 0025 hours, and completely destroyed three temporary rental buildings; i.e., a galley, living quarters, and office building that were located on the top production deck adjacent to the crane. These buildings were installed during the month of July 2008, and were used by the construction crew to conduct platform repairs. The installation included a generator and an electrical panel to provide electrical service to the three buildings. The generator and panel were installed and tied into the buildings by an Electrician working for ESSI.

The generator was started on July 25, 2008, with limited electrical service being provided to the three buildings. The service was limited to lights and window air conditioners, because no water service was hooked up and the buildings were not occupied at night. The construction crew stayed at the Ship Shoal 214 Platform K during the night.

On July 26, 2008, the Platform Operator (PO) and several contract employees were cleaning and straightening up on Ship Shoal 238 Platform A until about 1800 hours. The contract employees left the platform by boat, and the PO began bringing the wells back onto production. The PO finished bringing the wells back onto production at approximately 2000 hours. The PO called the boat for transportation and went to the galley to get some water and wait for the boat. The PO stated that "the generator was running, he did not smell anything burning and everything seemed to be in order."

Between 0130-0230 hours, on Sunday morning, the deckhand on the M\V Bo Truc spotted a fire on the Ship Shoal Block 238 Platform A. The fire was then reported to personnel on the drilling Rig Hercules who in turn notified the PO working on Ship Shoal Block 233 Platform B. The PO then notified the field Foreman at Ship Shoal Block 214 Platform K.

The M\V International Searcher was dispatched to the platform to extinguish the fire utilizing fire monitors. The fire was extinguished at approximately 0315 hours. The Emergency Shutdown System was activated by the boat personnel. The M\V International Searcher then went to Ship Shoal Block 214 Platform K to pick up company personnel. The company personnel boarded the platform and extinguished the remaining hot spots with water and portable fire extinguishers.

An investigation team made up of third party investigators and W & T Offshore, Inc. representatives conducted an onsite overview of the fire scene. On July 28, 2008, MMS representatives, along with the W & T Offshore, Inc. personnel, visited the platform to investigate the fire. MMS Inspectors, however, were unable to determine the cause of the fire, because the scene was totally destroyed by the fire.

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

Different theories as to the cause of the fire were considered by the W & T Offshore, Inc. investigation team, but all were eliminated by the team with the exception of lightning. According to the Lessee, a great deal of lightning was observed in the area

prior to and after the fire. A typical bolt of lightning can result in heat of up to 50,000 degrees Fahrenheit. The strike can carry a current from 10,000 - 24,000 Amps, but can exceed 200,000 Amps at 15,000,000 million to 100 million Volts.

MMS Inspectors revisited the platform on September 25, 2008, to determine whether lightning had struck the platform's adjacent crane. The highest objects in the area were the buildings and crane, with the buildings located within 10 feet from the crane. The crane's Gantry is considerably higher than the buildings, and since lightning usually strikes the highest object in the area, no strike to the crane would most likely rule out a lightning strike as a probable cause. MMS Inspectors did not observe any indications that lightning had struck the crane, so the probable cause of the fire is unknown.

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

Contributing/possible contributing causes of this accident are unknown.

20. LIST THE ADDITIONAL INFORMATION:

Construction operations were being conducted during the day and the crew stayed at the Ship Shoal 214 Platform K during the night. The platform was unmanned at the time of the fire.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

Three rental buildings (galley, living quarters and office)

Burned- completely destroyed

ESTIMATED AMOUNT (TOTAL):

\$140,924

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

There are no recommendations from the MMS Houma District office to the MMS Regional office.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

28-JUL-2008

26. ONSITE TEAM MEMBERS:

**Terry Hollier / Freddie L. Mosely
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29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE: **03-DEC-2008**

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **Unknown**

2. TYPE OF FUEL:
- GAS
 - OIL
 - DIESEL
 - CONDENSATE
 - HYDRAULIC
 - OTHER **Three temporary buildings**

3. FUEL SOURCE: **NA**

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