

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
PACIFIC OCS REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 07-FEB-2007 TIME: 1800 HOURS

2. OPERATOR: Plains Exploration & Production Co
REPRESENTATIVE:
TELEPHONE:
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: P00441
AREA: SM LATITUDE:
BLOCK: 6374 LONGITUDE:

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

5. PLATFORM: IRENE
RIG NAME:

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

8. CAUSE:

7. TYPE:

- HISTORIC INJURY
- REQUIRED EVACUATION 2
- LTA (1-3 days) 1
- LTA (>3 days) 1
- 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: 242 FT.
10. DISTANCE FROM SHORE: 5 MI.

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

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

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

13. SEA STATE: FT.

14. PICTURES TAKEN: NO

15. STATEMENT TAKEN: NO

17. INVESTIGATION FINDINGS:

The electrician had removed the end cover from the MCC cabinet prior to conducting a pre-job inspection; the MCC cabinet had not been de-energized prior to cover removal. The electrician removed insulating tape from the end of the buzz bars (three phases with a total on nine buzz bars). The tape's adhesive left a residue on the buzz bars. The electrician attempted to remove the residue build up by using an aerosol product called Lectra-Clean, which is an electrical grade cleaner for de-energized electrical equipment. Due to the poor results of the solvent, he then attempted to use a wire brush (stainless steel bristles with a plastic handle) to remove the residue from the buzz bars. While using the wire brush an electrical arc flash occurred from the steel bristles making contact with the buzz and the cabinet. The investigation determined multiple causal factors, including; phase to phase, phase to ground and metal dust and dirt becoming entrained in the cleaning solvent from the scrubbing action. This could have created a conduit and it ignited when the brush bristles arced.

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

The electrician attempted to remove the residue build up by using an aerosol product called Lectra-Clean, which is an electrical grade cleaner for de-energized electrical equipment.

Safety Procedures & Administrative Controls not followed (no JSA or job plan prepared, no energy isolation permit, Lock-Out/Tag-Out procedures not followed and combination of aerosol cleaner and dust particulate matter providing conduit for phase-to-phase and phase-to-ground arc flash).

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

Independent employee action (no supervisory notification), and improper and inadequate PPE worn for working on energized electrical equipment.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

None

NATURE OF DAMAGE:

N/A

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Proper JSA and job plan written to re-install the outside cabinet cover. Proper Safe Work Permits prepared to re-install the outside cabinet cover. All residues on buzz bars and cabinets will be cleaned while MCC is de-energized. Proper PPE for working on energized electrical equipment.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

G-110 Planned work on Motor Control Center (MCC) cabinet commenced prior to completion of appropriate safe work permit.

G-110- Lock-out/Tag-out procedures were not followed, no JSA or job plan prepared, and no energy isolation permit prepared.

25. DATE OF ONSITE INVESTIGATION:

02-FEB-2007

28. ACCIDENT CLASSIFICATION:

MINOR

26. ONSITE TEAM MEMBERS:

Louis Fernandez / Chet Miller /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Phillip R. Schroeder

27. OPERATOR REPORT ON FILE: **YES**

APPROVED

DATE: 22-APR-2008

