

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **20-JAN-2005** TIME: **2230** HOURS

2. OPERATOR: **BP Exploration & Production Inc.**
REPRESENTATIVE: **Scherie Douglas**
TELEPHONE: **(281) 366-6843**
CONTRACTOR: **Transocean Offshore**
REPRESENTATIVE: **Van Williams**
TELEPHONE: **(832) 587-8500**

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

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

Ronnie Sepulvado

4. LEASE: **G17001**
AREA: **WR** LATITUDE: **26.45331417**
BLOCK: **508** LONGITUDE: **-90.77591333**

6. OPERATION:

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

5. PLATFORM:
RIG NAME: **T.O. DEEPWATER HORIZON**

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

8. CAUSE:

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER _____

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 **0**
- POLLUTION
- FIRE
- EXPLOSION

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

9. WATER DEPTH: **9576** FT.

10. DISTANCE FROM SHORE: **190** MI.

11. WIND DIRECTION: **SW**
SPEED: **16** M.P.H.

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

13. SEA STATE: **3** FT.

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

17. INVESTIGATION FINDINGS:

At approximately 2230 hours, the Crane Operator (CO) began refueling the starboard crane while the crane was running. The CO went back to the crane cab and forgot about the refueling operation. The CO began offloading a pallet and back-loading boxes onto the Motor Vessel "Damon B. Bankston". Around 2300 hours, the CO noticed that the fuel tank was full according to the fuel gauge in the crane cab and called the Engine Control Room (ECR) to shut off the fuel. After calling the ECR, the CO noticed smoke coming from the crane pedestal. The CO called the Bridge and reported a fire in the starboard crane engine compartment, and the Bridge announced the fire over the PA. Emergency personnel reported to their stations and the crew members reported to their muster areas until the situation was deemed safe and secure. The Fire Teams extinguished the fire using dry chemical extinguishers and firefighting water.

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

During refueling of the starboard crane, the CO returned to the crane cab and forgot about the refueling operation. The diesel filled up the tank and began overflowing. Approximately 15 gallons of fuel overflowed from the tank. All fuel, oil and fire fighting agents were contained within the engine compartment and crane pedestal.

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

N/A

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

Engine compartment, electrical and mechanical equipment in crane pedestal

NATURE OF DAMAGE:

Burned equipment

ESTIMATED AMOUNT (TOTAL): \$60,000

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

Due to the specific nature of this incident, the Houma District Office has no recommendations to the Regional Office of Safety Management.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

24-JAN-2005

NO

26. ONSITE TEAM MEMBERS:

Jerry Freeman / Amy Gresham /

29. ACCIDENT INVESTIGATION
PANEL FORMED:

30. DISTRICT SUPERVISOR:
OCS REPORT:
Michael J. Saucier

APPROVED

DATE: **09-FEB-2005**

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **hot turbocharger on engine**

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

3. FUEL SOURCE: **overflowing fuel tank**

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

