

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

1. OCCURRED
DATE: **30-JUN-2005** TIME: **1205** HOURS

2. OPERATOR: **Forest Oil Corporation**
REPRESENTATIVE: **Mitchell Boudreaux**
TELEPHONE: **(337) 408-6266**

3. LEASE: **G25601**
AREA: **HI** LATITUDE: **28.36098924**
BLOCK: **A 287** LONGITUDE: **-93.76899323**

4. PLATFORM: **A**
RIG NAME _____

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

6. TYPE: FIRE
 EXPLOSION
 BLOWOUT
 COLLISION
 INJURY NO. 0
 FATALITY NO. 0
 POLLUTION
 OTHER _____

7. OPERATION: PRODUCTION
 DRILLING
 WORKOVER
 COMPLETION
 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: **186** FT.
10. DISTANCE FROM SHORE: **93** MI.
11. WIND DIRECTION: _____
SPEED: _____ M.P.H.
12. CURRENT DIRECTION: _____
SPEED: _____ M.P.H.
13. SEA STATE: _____ FT.

16. OPERATOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:
STRUCTURE UNMANNED
CITY: _____ STATE: _____
TELEPHONE: _____
CONTRACTOR: _____
CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:
CITY: _____ STATE: _____
TELEPHONE: _____

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

Production Management, Inc. (PMI) operators on HI 334-B were notified by a PHI pilot from HI 264 that there was a fire on the HI A-287 unmanned platform at 11:45 am. The PHI pilot was going to fly two PMI operators to the platform, but decided it was too dangerous to land. He returned the operators to HI 334-B. The PMI operators waited for their field helicopter to return to the field. The PMI field helicopter pilot picked up three PMI hands from HI A-334 "B" and flew to HI A-287. The pilot decided to land and let the three hands off and then left. The PMI hands immediately began fighting the fire. The fire took about twenty minutes to extinguish. The fire flashed back up and the operators determined the fire was being fed downstream due to the FSV not holding and the PSV not working; believed to be because of the heat from the fire. The gas was shut off with the block valve and fire extinguished at that time.

NOTE: Four 350# wheel units and twelve 30# hand held fire extinguishers were used to fight the fire, and Purple-K was in the extinguishers. When the PMI hands pressured up two of the wheel units, the hoses blew off due to fire damage. The hoses were also burned off of two of the 30# extinguishers.

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

The cause of the fire is believed to be tubing fitting failure due to the glycol pump vibration. The section was 1/2" inch and about two feet long (wet glycol return line) and parted from the fitting at the base of the glycol contact tower, allowing condensate, glycol, and gas to spray onto the reboiler and ignite. The fire was contained by the glycol unit firewall.

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

21. PROPERTY DAMAGED:

**Glycol Skid and Pump
Panel
Re-Boiler
Fire Walls**

NATURE OF DAMAGE:

High heat melted and warped equipment.

ESTIMATED AMOUNT (TOTAL): **\$100,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The investigating inspector recommends to MMS that a safety alert be distributed regarding hard piping be used instead of tubing between the contactor and the glycol pump, with more bracing to control vibration.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

01-JUL-2005

26. ONSITE TEAM MEMBERS:

Ronnie Cook /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Ed Smith

APPROVED

DATE: **03-JUL-2005**

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **Glycol Re-boiler (high temperature vessel)**

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

3. FUEL SOURCE: **Gas Off Contact Tower**

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