

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

For Public Release

1. OCCURRED

DATE: **07-SEP-2012** TIME: **1950** HOURS

2. OPERATOR: **W & T Offshore, Inc.**

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: **G07760**

AREA: **SS** LATITUDE:

BLOCK: **300** LONGITUDE:

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

5. PLATFORM: **B**

RIG NAME:

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
- POLLUTION
- FIRE
- EXPLOSION

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

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

9. WATER DEPTH: **251** FT.

10. DISTANCE FROM SHORE: **56** MI.

11. WIND DIRECTION: **SSW**
SPEED: **5** M.P.H.

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

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

17. INVESTIGATION FINDINGS:

At 1950 hours on 7 September 2012, operators witnessed flames coming from the glycol reboiler vent exhaust stack. They extinguished the fire with no injuries, no pollution and minimal damage to the glycol reboiler unit. The duration of the fire was 3 to 4 minutes from the initial start until the flames were extinguish.

The glycol reboiler had been shut in for eleven days. The platform operators slowly began placing the glycol reboiler back in operation. As they started circulating the glycol through the system, they experienced a release of saturated glycol out of the steam exhaust head. This release was contained on the deck and immediately cleaned up. A second release occurred out of the steam exhaust head which initiated the fire.

A contributing cause of the accident was not allowing saturated glycol to steam off properly, allowing it to accumulate in the exhaust head due to a plugged drain line. This allowed the saturated glycol to escape out the exhaust head and drain down the exhaust vent piping. The post incident investigation determined that the 1-inch drain line from the exhaust piping and the associated 3-inch piping going to the sump were found plugged with rust and build-up.

W&T Offshore recommendation based on the investigation is to verify the exhaust head drain is open and draining prior to startup and to follow proper restart procedures

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

The probable cause of the accident was trapped condensate (saturated glycol) escaping out the exhaust head and draining down the exhaust vent piping and coming in contact with hot surfaces.

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

A contributing cause of the accident was not allowing saturated glycol to steam off properly, allowing it to accumulate in the exhaust head due to a plugged drain line. This allowed the saturated glycol to escape out the exhaust head and drain down the exhaust vent piping. The post incident investigation determined that the 1-inch drain line from the exhaust piping and the associated 3-inch piping going to the sump were found plugged with rust and build-up.

20. LIST THE ADDITIONAL INFORMATION:

Post Incident Action Item - the 1-inch drain line from the exhaust piping and the associated 3-inch piping going to the sump were found plugged with rust and crud.

21. PROPERTY DAMAGED:

The steam vent piping near the burner tube and burner tube insulation blanket.

NATURE OF DAMAGE:

The fire was concentrated at the steam vent piping near the burner tube; minor damages, discoloration, to the burner tube insulation blanket. The insulation did not require replacement. The operator had to replace two fire extinguishers.

ESTIMATED AMOUNT (TOTAL) :

\$1,755

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The Houma District has no recommendations for the Regional Office.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

23-OCT-2012

26. ONSITE TEAM MEMBERS:

Doug Sevin /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE: **29-MAR-2013**

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **Glycol Reboiler Exhaust Stack**

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

3. FUEL SOURCE: **Glycol Reboiler**

4. WERE PRECAUTIONS OR ACTIONS TAKEN TO ISOLATE
KNOWN SOURCES OF IGNITION PRIOR TO THE ACCIDENT ? **YES**

5. TYPE OF FIREFIGHTING EQUIPMENT UTILIZED:
- HANDHELD
 - WHEELED UNIT
 - FIXED CHEMICAL
 - FIXED WATER
 - NONE
 - OTHER

