

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

1. OCCURRED

DATE: **28-MAY-2009** TIME: **1835** HOURS

2. OPERATOR: **Stone Energy Corporation**

REPRESENTATIVE: **LeBouef, Corbett**

TELEPHONE: **(337) 521-0213**

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

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

4. LEASE: **G05599**

AREA: **ST** LATITUDE:

BLOCK: **100** 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 _____

9. WATER DEPTH: **56** FT.

10. DISTANCE FROM SHORE: **24** MI.

11. WIND DIRECTION: **SE**
SPEED: **8** M.P.H.

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

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

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On 28 May 2009 the Platform Operator (PO) was taking trash out of the quarters and noticed a flash fire at the compressor engine. The PO sounded the fire alarm with crew members extinguishing the fire using two 30 lb. dry chemical units and a 150 lb. dry chemical unit. The fire was immediately reignited when engine oil sprayed on the compressor's exhaust manifold and turbo charger, but was immediately controlled with the dry chemical units. No injuries and only painted surface property damage resulted from this incident.

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

The probable cause of the incident was a 1/4 inch plastic thread protector, being used as a threaded outlet on the engine's governor control assembly, blowing out while the engine was in service. The fire originated from engine oil being sprayed on the hot exhaust manifold and turbo charger resulting in the fire.

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

The contributing cause of the fire incident resulted from the installation of a new governor control assembly. The assembly was obtained from the compressor supplier in Lafayette and was installed on 25 May 2009. The new governor assembly was installed by a Stone Mechanic and the 1/4 inch plastic thread protector blew out while the engine was in service. The governor control assembly and 1/4 inch plastic thread protector had already been painted yellow when it arrived to the platform. The 1/4 inch plastic thread protector was located in a threaded port common to the oil sensing port.

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

The property damaged was the painted surface near the threaded outlet on the governor control assembly where the ¼ inch plastic thread protector was blown out.

N/A

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

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

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

G-110: On 28 May 2009 a fire occurred on the gas compressor at approximately 1835 hours as a result of all necessary precautions not taken to prevent this incident. A 1/4 inch red plastic thread protector, which was installed on the governor assembly and painted yellow prior to arriving on the platform, blew out. While the engine was returned to service, engine oil was sprayed onto the engine's hot manifold and turbo charger resulting in the fire. The plastic thread protector should have been detected by the mechanic or PO.

25. DATE OF ONSITE INVESTIGATION:

25-JUN-2009

26. ONSITE TEAM MEMBERS:

Casey Bisso / Freddie Mosely /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE: 03-AUG-2009

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **The source of the ignition was the compressor engine exhaust manifold and turbo charger.**

2. TYPE OF FUEL: GAS
 OIL
 DIESEL
 CONDENSATE
 HYDRAULIC
 OTHER **Compressor engine oil**

3. FUEL SOURCE: **The compressor engine oil pressure line from the engine to the governor control assembly.**

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