

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 07-SEP-2009 TIME: 1145 HOURS

2. OPERATOR: BP Exploration & Production Inc.

REPRESENTATIVE: Onstott, Linda  
TELEPHONE: (281) 366-0219

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: G15610

AREA: GC LATITUDE:  
BLOCK: 782 LONGITUDE:

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

5. PLATFORM: A (MAD DOG SPAR)  
RIG NAME:

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

8. CAUSE:

7. TYPE:

- HISTORIC INJURY
  - REQUIRED EVACUATION
  - LTA (1-3 days)
  - LTA (>3 days)
  - 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: 4420 FT.

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

10. DISTANCE FROM SHORE: 134 MI.

11. WIND DIRECTION: NNE  
SPEED: 16 M.P.H.

12. CURRENT DIRECTION: NNW  
SPEED: 1 M.P.H.

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

13. SEA STATE: 2 FT.

17. INVESTIGATION FINDINGS:

On 7 September 2009 at 1145 hours a fire alarm was activated near a Heat Media Pump, located in Zone 3 of the Mad Dog platform. Once the fire alarm activated, the platform automatically shut-in, the deluge system for Zone 3 automatically activated and the personnel mustered to their designated stations. The fire team responded to the alarm and established that there was no fire or smoke coming from the particular area of concern. The fire team identified that the TSE for the pump had been activated due to high temperature, which caused the alarm to sound (TSE was set at 160 degrees). There were no injured personnel and no damage to the environment reported for this incident.

Later that morning, the pump was tested and bearing damage was found. It was discovered that the bearing began to wear and have metal to metal contact due to the use of incorrect silicon-based lubricant that was being used at the time of the incident. This metal to metal contact caused the high temperature and eventually the bearing failure.

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

Bearing damage was the probable cause of the incident.

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

The contributing cause of this incident was the inefficiency of the incorrect silicone-based lubricant.

20. LIST THE ADDITIONAL INFORMATION:

n/a

21. PROPERTY DAMAGED:

The property damaged was a TSE and bearing damage in the pump.

NATURE OF DAMAGE:

The TSE was replaced and returned to service.

The pump was replaced and was sent in for further investigation.

ESTIMATED AMOUNT (TOTAL): \$10,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE 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: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

**N/A**

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

**Casey Bisso /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**Bryan A. Domangue**

APPROVED

DATE: **16-OCT-2009**