

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF OCEAN ENERGY MANAGEMENT, REGULATION AND ENFORCEMENT
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **01-APR-2011** TIME: **1230** HOURS

2. OPERATOR: **Stone Energy Corporation**

REPRESENTATIVE: **Gaspard, Chad**

TELEPHONE: **(337) 521-2187**

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 **Gas compressor fire**

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

6. OPERATION:

4. LEASE: **00064**

AREA: **SS** LATITUDE:

BLOCK: **114** LONGITUDE:

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

5. PLATFORM: **B-AUX**

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: **38** FT.

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

10. DISTANCE FROM SHORE: **15** MI.

11. WIND DIRECTION: **SSE**
SPEED: **3** M.P.H.

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

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

13. SEA STATE: **1** FT.

17. INVESTIGATION FINDINGS:

On April 1, 2011, at approximately 1230 hours, a gas compressor on the facility went down on overspeed. A mechanic observed what appeared to be steam coming from the exhaust manifold pilots. While shutting down the compressor, the mechanic observed smoke being emitted from the crankcase breather. Two cylinders located on one side of the compressor ignited. The mechanic shut the compressor down, opened the crank case breather, and observed a flame emitting from the breather housing. The fire was then extinguished with a 30 pound hand held fire extinguisher.

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

Findings show that one fuel regulator had a small hole in the diaphragm which allowed fuel to enter the combustion area of the cylinder, burn off a section of the piston and cause gas to enter through the base of the breathers.

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

The engine fire resulted in burning a section of the piston which allowed the gas to enter the crank case base breathers.

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

Gas Compressor

NATURE OF DAMAGE:

Damaged piston and hole in fuel regulator.

ESTIMATED AMOUNT (TOTAL): \$5,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Houma District has no recommendations to the Agency.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None.

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

Paul Nelson /

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE: 07-JUL-2011

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **Fuel leaking into combustion area of cylinder**

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

3. FUEL SOURCE: **Natural Gas**

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

