

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

# ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **03-MAR-2012** TIME: **2130** HOURS

2. OPERATOR: **Murphy Exploration & Production Co**  
REPRESENTATIVE:  
TELEPHONE:  
CONTRACTOR: **Nabors Drilling Inc.**  
REPRESENTATIVE:  
TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER **Flammable Materials**

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

6. OPERATION:

4. LEASE: **G21790**  
AREA: **GC** LATITUDE: **27.62484093**  
BLOCK: **338** LONGITUDE: **-90.44104746**

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

5. PLATFORM: **A-Front Runner**  
RIG NAME: **NABORS MODS 200**

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 **Prod. SI, Comp. BD**

FATALITY  
 POLLUTION  
 FIRE  
 EXPLOSION

9. WATER DEPTH: **3330** FT.

LWC  HISTORIC BLOWOUT  
 UNDERGROUND  
 SURFACE  
 DEVERTER  
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. DISTANCE FROM SHORE: **103** MI.

11. WIND DIRECTION: **NNE**  
SPEED: **53** M.P.H.

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

COLLISION  HISTORIC  >\$25K  <=\$25K 13. SEA STATE: **10** FT.

17. INVESTIGATION FINDINGS:

Murphy Exploration & Production Company had a small fire on GC 338 A (Front Runner platform). The fire occurred in the monkey board area of the derrick on the Nabors Mods 200 platform drilling rig. The rig was warm stacked (idle and ready) and the operation of removing the derrick for onshore inspection was shut down due to high winds and poor weather conditions.

During this time of high winds the platform production system had an upset and the gas in the system blew down through the compressor to the flare (which is continually lit to burn off excess gas). The winds at this time were in excess of 45-53 mph and the direction was out of the north/north east which blew the flare's flames toward the rig. The flames ignited the flammable materials in the monkey board area which consisted of coco mats, rope, and an air-line. No personnel were in the derrick at the time of the fire/compressor blow down and no one was injured.

As a result of this incident, Murphy changed the flare nozzle to direct flow away from the derrick. Murphy conducted a radiation study and with the new nozzle in place, danger exists for the flare to be blown back onto the derrick when winds exceed 45 mph. No personnel would be allowed in the derrick with winds at that level.

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

- 1) Production Shut-In
- 2) Compressor Blow-Down
- 3) Wind Direction
- 4) Wind Speed

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

- 1) Flammable Materials in Derrick

20. LIST THE ADDITIONAL INFORMATION:

The Nabors Mods 200 drilling rig was located in the middle of the production platform to the south of the flare boom. The flare boom was located on the north east corner of the facility and was approximately 208 feet away from the rig derrick.

21. PROPERTY DAMAGED:

coco mats, rope, and an air line

NATURE OF DAMAGE:

burned

ESTIMATED AMOUNT (TOTAL):

\$200

22. RECOMMENDATIONS TO PREVENT RECCURRANCE NARRATIVE:

The BSEE Houma District makes no recommendations to the Agency.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

**n/a**

25. DATE OF ONSITE INVESTIGATION:

**03-MAR-2012**

26. ONSITE TEAM MEMBERS:

**Jerry Freeman /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**Bryan Domangue**

APPROVED

DATE: **14-AUG-2012**

# FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **flare boom (constant flame)**

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

3. FUEL SOURCE: **compressor blow down**

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 **The wind extinguished the flame  
before equipment was needed.**

