

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: 21-MAR-2017 TIME: 1000 HOURS

2. OPERATOR: Anadarko Petroleum Corporation

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: G22987

AREA: GC LATITUDE:

BLOCK: 680 LONGITUDE:

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

5. PLATFORM: A (Constitution)

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

9. WATER DEPTH: 4970 FT.

10. DISTANCE FROM SHORE: 134 MI.

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

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

13. SEA STATE: FT.

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

17. INVESTIGATION FINDINGS:

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On March 21, 2017, a fire occurred on the Green Canyon (GC) 680-A Constitution spar platform (OCS-G 22987). Anadarko Petroleum Corporation is the Designated Operator of Record. The platform is situated 134 nautical miles from shore in 4,970 feet of water.

At approximately 10:00 a.m., Flash Gas Compressor No.1 shut in on a Level Safety High High (LSHH) alarm on the 1st Stage Scrubber (MBF-2500). While attempting to restart the compressor, the operator noticed a fire in the area between the engine block and the starter. After spotting the fire, the operator shut in the platform, activated the general alarm, and then extinguished the fire with a fire hose located near the compressor. After the general alarm sounded, all personnel on the platform mustered to their assigned locations. There were no reportable injuries to personnel during this incident.

Following BSEE's initial onsite investigation, Anadarko removed the starter to find that the signal line to the compressor engine starter was bent and cracked. When the operator attempted to restart the compressor, fuel gas escaped from the cracked tubing to the surrounding area when a spark, possibly caused by the Bendix on the starter engaging the fly-wheel, ignited, resulting in the fire. Anadarko replaced all affected equipment (Section 21).

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

Fuel gas escaped from the cracked starter signal return line and ignited upon contact with a spark possibly caused by the Bendix on the starter engaging the fly-wheel.

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

Excessive vibration from the compressor engine could have caused the crack in the tubing/pipe. The damaged tubing was located between the starter and engine, which made visual inspection very difficult.

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

Signal Line
Starter
Flex piping
Associated hoses/piping

Fire

ESTIMATED AMOUNT (TOTAL): \$8,000

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The Houma District has no recommendation for the Regional Office.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

05-MAY-2017

26. ONSITE TEAM MEMBERS:

Terry Hollier / Keith Barrios /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan Domangue

APPROVED

DATE: **15-JUN-2017**