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

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
   PATALITY
   POLLUTION
   FIRE
   EXPLOSION
   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

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 ¼ 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 N/A surface near the threaded outlet on the governor control assembly where the ¼ inch plastic thread protector was blown out.

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: 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

30. DISTRICT SUPERVISOR:
Bryan A. Domangue

APPROVED DATE: 03-AUG-2009
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  
   - [X] 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:  
   - [X] HANDHELD  
   - [X] WHEELED UNIT  
   - [ ] FIXED CHEMICAL  
   - [ ] FIXED WATER  
   - [ ] NONE  
   - [ ] OTHER