

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **10-APR-2011** TIME: **0836** HOURS

2. OPERATOR: **W & T Offshore, Inc.**
REPRESENTATIVE: **Salter, Jeff**
TELEPHONE: **(504) 210-8167**
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 **Generator Fire**

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

6. OPERATION:

4. LEASE: **G02759**
AREA: **HI** LATITUDE:
BLOCK: **A 389** LONGITUDE:

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

5. PLATFORM: **A**
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: **410** FT.

LWC HISTORIC BLOWOUT
 UNDERGROUND
 SURFACE
 DEVERTER
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. DISTANCE FROM SHORE: **110** MI.

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

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

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

17. INVESTIGATION FINDINGS:

From approximately 0800 to 0835 hours, () Operator A and () Mechanic B performed preventative maintenance on the #2 engine portion of the #2 generator. At approximately 0836 hours, both men attempted to activate the generator from the switch gear/control panel in the Master Control Center (MCC) immediately adjacent to the generator room. Once the engine came up to speed (20-30 sec), a loud electrical pop was heard coming from the generator room. Mechanic B opened the door, saw smoke and fire coming from within the #2 generator's dust cover/end guard and announced "fire, fire". Both men exited the MCC on the south door going outside and activated the Emergency Shut Down (ESD) #9. Operator A then picked up the 30# purple K Amorex fire extinguisher from the west handrail, immediately west of the generator room, entered the west entrance and extinguished the fire through the end cover's bottom grating. At approximately 1000 hours, following a review of the incident, the #1 generator was placed on line and normal platform operations resumed.

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

An electrical arc (pop) in the electrical wiring caused a short between the generator windings which lasted long enough to catch the insulation sleeve to the heater wire on fire.

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

The worn insulation between the winding wires was in the proximity of insulation sleeve, allowing the short to catch fire.

20. LIST THE ADDITIONAL INFORMATION:

As compared to the repair cost, the estimated generator replacement cost was \$151,000 with an estimated delivery date of 18-20 weeks. BOEMRE will request that the operator consider including a visual inspection of the winding wire insulation during their preventative maintenance to determine if foreign items or loose generator components create unnecessary wear on the insulation.

21. PROPERTY DAMAGED:

#2 generator

NATURE OF DAMAGE:

Electrical short within windings

ESTIMATED AMOUNT (TOTAL): \$39,192

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Lake Jackson District has no recommendations for the Agency.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

11-APR-2011

26. ONSITE TEAM MEMBERS:

Aaron Campbell /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

John McCarroll

APPROVED

DATE: 08-JUN-2011

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **Short in generator windings**

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

3. FUEL SOURCE: N/A

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 **30# purple K Amorex, bottle was
not completely discharged**

INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER Operator A

WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE:

YEARS

EMPLOYED BY:

BUSINESS ADDRESS:

CITY:

STATE:

ZIP CODE:

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER Mechanic B

WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE:

YEARS

EMPLOYED BY:

BUSINESS ADDRESS:

CITY:

STATE:

ZIP CODE:

