

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: 14-FEB-2019 TIME: 0730 HOURS

2. OPERATOR: Fieldwood Energy LLC

REPRESENTATIVE:
TELEPHONE:

CONTRACTOR:
REPRESENTATIVE:
TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- 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: 8. OPERATION:

4. LEASE: 00479

AREA: EI LATITUDE:
BLOCK: 53 LONGITUDE:

5. PLATFORM: C
RIG NAME:

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

6. ACTIVITY: EXPLORATION(POE)
 DEVELOPMENT/PRODUCTION (DOCD/POD)

7. TYPE:

- HISTORIC INJURY
- REQUIRED EVACUATION 3
- 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

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

9. CAUSE:

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER Unknown

- 10. WATER DEPTH: 22 FT.
- 11. DISTANCE FROM SHORE: 15 MI.
- 12. WIND DIRECTION:
SPEED: M.P.H.
- 13. CURRENT DIRECTION:
SPEED: M.P.H.
- 14. SEA STATE: FT.
- 15. PICTURES TAKEN:
- 16. STATEMENT TAKEN:

17. INVESTIGATION FINDINGS:

On February 14, 2019 at approximately 0930 hours, a fire was discovered in the upstairs sleeping quarters.

Two Contract Compressor Mechanics (CCM) were in the process of replacing a piston when one of the mechanics smelled smoke. The facility was shut in and the diesel generator was being utilized for power. The CCMs searched the area for a possible fire but were unable to locate the source of the smoke. Approximately 30 minutes later the fire alarm sounded.

The CCMs mustered in the galley with the two Production Operators on board and stated they observed smoke coming from the upstairs sleeping quarters. One of the Production Operators stayed on the lower deck while the two Mechanics and the other Production Operator opened the door to the sleeping quarters and saw a flame on the upper far left corner of the building. Due to the location of the flames, the employees believed the fire was an electrical fire caused by the window unit and grabbed a Purple K extinguisher near the upstairs entrance. As they entered the building with a 30 lbs. extinguisher, they saw the mattress and the top left side wall engulfed in flames. A Mechanic discharged the extinguisher attempting to put the mattress out. The sleeping quarter's doors were shut briefly in an attempt to ensure the flame stayed suffocated. The Operator opened the small emergency door in the rear of the building and discharged a 125 lbs. extinguisher on the mattress. This extinguished the fire and as the smoke cleared the employees poured drinking water on the mattress and the walls.

The employees in the sleeping quarters began pushing the mattress through the emergency exit. While pushing the mattress through, a mechanic stated he noticed the AC unit was still running and unplugged it. The mattress landed on the deck below and began to smolder. The Production Operator on the lower deck attempted to extinguish the mattress but after multiple attempts to extinguish the mattress, it continued to smolder. The Production Operator decided to toss the mattress overboard.

The items that were on the mattress at the time of the fire had fallen on the floor of the sleeping quarters when the mattress was being placed through the emergency exit. Some of these items were still burning and had to be extinguished as well. These items included blankets, pillows, clothing and one of the operator's offshore bags. The offshore bag was discarded prior to the BSEE onsite investigation.

Following the incident, the Lessee transported the CCM and one of the Production Operators to receive medical treatment. The operator was treated at Gulf Regional Occupational Medicine Center in Abbeville La. One of the Mechanics was treated at an AHS Walk-in Clinic in Lafayette La and the other Mechanic was evaluated at his company office. All employees were released with no restrictions.

The BSEE Lafayette District conducted an onsite investigation March 1, 2019.

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

Following onsite investigations from the BSEE Lafayette District, the Lessee and third party that conducted an electrical inspection, the ignition source could not be determined. During the incident, evidence was discarded including the mattress, an offshore bag and its contents. The discarded items could have indicated what ignited the fire. There were no indications that the fire occurred due to a wiring issue.

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

Sleeping Quarters

Fire

ESTIMATED AMOUNT (TOTAL): **\$17,270**

22. RECOMMENDATIONS TO PREVENT RECCURRANCE NARRATIVE:

The BSEE Lafayette District office makes no recommendations to the Regional Office of Incident Investigationa (OII).

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

No

25. DATE OF ONSITE INVESTIGATION:

28. ACCIDENT CLASSIFICATION:

01-MAR-2019

26. INVESTIGATION TEAM MEMBERS:

29. ACCIDENT INVESTIGATION
PANEL FORMED: **NO**

Wade Guillotte / Esteban Ortiz /

OCS REPORT:

30. DISTRICT SUPERVISOR:

Robert Ranney

27. OPERATOR REPORT ON FILE:

APPROVED

DATE: **13-AUG-2019**