UNITED STATES DEPARTMENT OF THE INTERIOR
MINERALS MANAGEMENT SERVICE
GULF OF MEXICO REGION
ACCIDENT INVESTIGATION REPORT

1. OCCURRED

   DATE: 26-MAY-2005   TIME: 1045   HOURS

2. OPERATOR: Chevron U.S.A. Inc.

   REPRESENTATIVE: Phillip Kerbow
   TELEPHONE: (337) 989-3961

3. LEASE: G04109

   AREA: SM   LATITUDE:
   BLOCK: 99   LONGITUDE:

4. PLATFORM: B

   RIG NAME

5. ACTIVITY: X DEVELOPMENT/PRODUCTION
               (DOCD/POD)

   X EXPLOSION
   ■ BLOWOUT
   ■ COLLISION
   ■ INJURY NO. ______
   ■ FATALITY NO. ______
   ■ POLLUTION
   ■ OTHER

6. TYPE: X FIRE

   ■ EXPLOSION
   ■ BLOWOUT
   ■ COLLISION
   ■ INJURY NO. ______
   ■ FATALITY NO. ______
   ■ POLLUTION
   ■ OTHER

7. OPERATION: X PRODUCTION

   ■ DRILLING
   ■ WORKOVER
   ■ COMPLETION
   ■ MOTOR VESSEL
   ■ PIPELINE SEGMENT NO. ______
   ■ OTHER Rental Air Compressor

8. CAUSE:

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

9. WATER DEPTH: 169 FT.

10. DISTANCE FROM SHORE: 74 MI.

11. WIND DIRECTION: W
    SPEED: 6 M.P.H.

12. CURRENT DIRECTION: SE
    SPEED: 3 M.P.H.

13. SEA STATE: 0 FT.

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

   Phillip Kerbow
   CITY: Mount Hermon   STATE: LA
   TELEPHONE: (985) 877-4617

   CONTRACTOR:
   CONTRACTOR REPRESENTATIVE/ SUPERVISOR ON SITE AT TIME OF INCIDENT:
   CITY:   STATE:
   PIPELINE SEGMENT NO. ______
   TELEPHONE: 
   OTHER Rental Air Compressor

MMS - FORM 2010
EV2010R
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08-AUG-2005
17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

Remarks: A minor fire occurred on an in service rental air compressor that was providing air supply to the SM 99, B platform safety system. The SM 99, B platform is an unmanned minor platform that produces to the host platform SM 99, A. The SM 99, B platform production process system is monitored by remote SCADA on the SM 99, A platform. The fire was observed by the platform operators on the SM 99, A platform and a determination was made that the SM 99, B platform had shut in by either the fire loop or the ESD system. The SM 99, B platform was boarded and remnants of the fire were extinguished with 3 portable dry chemical units. Damage was limited to the rental air compressor, hydraulic hoses and a portable plastic diesel storage tank. The ignition source remains unknown. The fuels consisted of hydraulic fluids, diesel fuel and flexible rubber hoses. A pollution incident of approximately one-half gallon resulted from the fire. There were no injuries as a result of the fire.

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

The cause of the fire remains unknown. However, it is apparent that fuel from an unknown source came into contact with an ignition source. The ignition source is probably a surface heat source that includes the engine mainfold, air compressor and a diesel prime mover. Potential fuel sources include: (1) The diesel fuel supply hose was leaking or became disconnected; (2) The oil-air separator relief device opened or the oil-air separator discharge hose became disconnected releasing oil and contacting a heat source on the air compressor.

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

Once the fire occurred, fuel sources that contributed to the fire include: hydraulic oil, diesel fuel, plastic coating for wiring, hydraulic or diesel hoses, styrofoam insulation, plastic filter housing, or a plastic diesel tank.
21. PROPERTY DAMAGED: NATURE OF DAMAGE:

Air compressor fuel hoses, life ring, wheel unit fire extinguisher and diesel storage tank
Burned, melted, charred

ESTIMATED AMOUNT (TOTAL): $25,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Chevron plans to: Isolate the fuel and chemical sources from potential heat sources; convert the air compressor prime mover to a natural gas prime mover. MMS makes no recommendations.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

26-MAY-2005

26. ONSITE TEAM MEMBERS:

Patrick Finney / Raymond Johnson /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Elliott S. Smith

APPROVED

DATE: 26-JUL-2005
1. SOURCE OF IGNITION: **Air compressor**

2. TYPE OF FUEL: 
   - [ ] GAS
   - [ ] OIL
   - [X] DIESEL
   - [ ] CONDENSATE
   - [X] HYDRAULIC
   - [X] OTHER **Fuel hoses**

3. FUEL SOURCE: **Fuel hoses from compressor/diesel storage tank**

4. WERE PRECAUTIONS OR ACTIONS TAKEN TO ISOLATE KNOWN SOURCES OF IGNITION PRIOR TO THE ACCIDENT? **No**

5. TYPE OF FIREFIGHTING EQUIPMENT UTILIZED: 
   - [X] HANDHELD
   - [ ] WHEELED UNIT
   - [ ] FIXED CHEMICAL
   - [ ] FIXED WATER
   - [ ] NONE
   - [ ] OTHER
1. VOLUME: .5 GAL BBL

880 YARDS LONG X 30 YARDS WIDE

APPEARANCE: **SILVERY SHEEN**

2. TYPE OF HYDROCARBON RELEASED:
   - [ ] OIL
   - [X] DIESEL
   - [ ] CONDENSATE
   - [X] HYDRAULIC
   - [ ] NATURAL GAS
   - [ ] OTHER ________________________________

3. SOURCE OF HYDROCARBON RELEASED: Diesel storage tank and hoses from compressor

4. WERE SAMPLES TAKEN? **NO**

5. WAS CLEANUP EQUIPMENT ACTIVATED? **NO**
   - IF SO, TYPE:  
     - [ ] SKIMMER
     - [ ] CONTAINMENT BOOM
     - [ ] ABSORPTION EQUIPMENT
     - [ ] DISPERGANTS
     - [ ] OTHER ________________________________

6. ESTIMATED RECOVERY: 0 GAL BBL

7. RESPONSE TIME: 0 HOURS

8. IS THE POLLUTION IN THE PROXIMITY OF AN ENVIRONMENTALLY SENSITIVE AREA (CLASS I)? **NO**

9. HAS REGION OIL SPILL TASK FORCE BEEN NOTIFIED? **NO**

10. CONTACTED SHORE: **NO** IF YES, WHERE:

11. WERE ANY LIVE ANIMALS OBSERVED NEAR: **NO**

12. WERE ANY OILED OR DEAD ANIMALS OBSERVED NEAR SPILL: **NO**