

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **08-AUG-2010** TIME: **2200** HOURS

2. OPERATOR:

Apache Corporation

REPRESENTATIVE: **Gholson, Kerry**

TELEPHONE: **(337) 210-8276**

CONTRACTOR: **ISLAND OPERATORS CO. INC.**

REPRESENTATIVE: **Shannon Mouton**

TELEPHONE: **(337) 250-4657**

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER **Air compressor fire**

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

6. OPERATION:

4. LEASE: **G02757**

AREA: **HI** LATITUDE:

BLOCK: **A 382** LONGITUDE:

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

5. PLATFORM: **F**

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

- LWC
- HISTORIC BLOWOUT
 - UNDERGROUND
 - SURFACE
 - DEVERTER
 - SURFACE EQUIPMENT FAILURE OR PROCEDURES

9. WATER DEPTH: **345** FT.

10. DISTANCE FROM SHORE: **95** 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:

On 8 August 2010, Apache platform operators noticed a high temperature alarm flashing on the air compressor unit #1, then reported the alarm to the mainetenace contractor; Later that evening, at approximately 2200 hours, a platform fire alarm sounded and the operators found the air compressor on fire. The operators discovered that a sand blasting crew had covered the unit with filter media causing it to overheat.

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

Overheating triggered the high temperature alarm on the air compressor unit #1, resulting in a fire/damage to the air compressor unit.

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

The overheating and resulting fire occurred as a result of the sand blasting crew covering the air compressor with a filter media to prevent blasting sand from going into the unit.

20. LIST THE ADDITIONAL INFORMATION:

NONE

21. PROPERTY DAMAGED:

Damage to air compressor only

NATURE OF DAMAGE:

Fire Damage

ESTIMATED AMOUNT (TOTAL): \$20,000

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The Lake Jackson District has no recommendations for the Regional Office of Safety Management (OSM).

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

11-AUG-2010

26. ONSITE TEAM MEMBERS:

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

James Holmes / Mike Hankamer /
Bobby Carrillo /

30. DISTRICT SUPERVISOR:
John McCarroll

APPROVED
DATE: 15-NOV-2010

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **Heat from Air Compressor**

2. TYPE OF FUEL: GAS
 OIL
 DIESEL
 CONDENSATE
 HYDRAULIC
 OTHER **Insulation, Wiring, Sand Blasting Filter Media**

3. FUEL SOURCE: **Equipment located on Air Compressor**

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

