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

1. OCCURRED
DATE: 14-FEB-2007  TIME: 0945  HOURS

2. OPERATOR:  SPN Resources, LLC
   REPRESENTATIVE:  Gill Smith
   TELEPHONE:  (504) 263-4287
   CONTRACTOR:  PRODUCTION MANAGEMENT INCORPORATED
   REPRESENTATIVE:  Randall Stutes
   TELEPHONE:  (800) 647-1575

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

4. LEASE:  G01031
   AREA:  SS  LATITUDE:  28.375202
   BLOCK:  253  LONGITUDE:  -91.073198

5. PLATFORM:  E  
   RIG NAME:  

6. ACTIVITY:  
   EXPLORATION(POE)
   DEVELOPMENT/PRODUCTION
   [ ] EXTERNAL DAMAGE
   HISTORIC INJURY
   REQUIRED EVACUATION
   LTA (1-3 days)
   LTA (>3 days)
   RN/JT (1-3 days)
   RN/JT (>3 days)
   OTHER INJURY
   [ ] EXPLOSION
   POLLUTION
   [ ] FIRE
   LWC  [ ] HISTORIC BLOWOUT
   UNDERGROUND
   SURFACE
   DEVERTER
   SURFACE EQUIPMENT FAILURE OR PROCEDURES
   COLLISION
   [ ] HISTORIC
   [ ] >$25K
   [ ] <=$25K

7. TYPE:
   [ ] STRUCTURAL DAMAGE
   CRANE
   [ ] OTHER LIFTING DEVICE
   DAMAGED/DISABLED SAFETY SYS.
   INCIDENT >$25K
   H2S/15MIN./20PPM
   REQUIRED MUSTER
   SHUTDOWN FROM GAS RELEASE
   OTHER

8. CAUSE:
   [ ] PRODUCTION
   [ ] DRILLING
   WORKOVER
   COMPLETION
   HELICOPTER
   MOTOR VESSEL
   PIPELINE SEGMENT NO.
   OTHER
   EQUIPMENT FAILURE
   HUMAN ERROR
   EXTERNAL DAMAGE
   SLIP/TRIP/FALL
   WEATHER RELATED
   LEAK
   UPSIDE DOWN TREATING W2O TREATING
   OVERBOARD DRILLING FLUID
   OTHER

9. WATER DEPTH:  180 FT.

10. DISTANCE FROM SHORE:  68 MI.

11. WIND DIRECTION:  NNE
    SPEED:  10 M.P.H.

12. CURRENT DIRECTION:  W
    SPEED:  1 M.P.H.

13. SEA STATE:  3 FT.
The platform personnel arrived on the platform and were conducting their walk-around of the platform when they heard a large boom. One of the operators heard the boom while in the well bay sub-cellar deck. He pulled the ESD station in the well bay and headed up the stairs. He noticed a fire in the area of the compressor. He went back down the stairs to go start the fire water pump. Two other operators were on the top deck when they heard the boom. One of these operators walked over to see where the noise was coming from. He tried to close the valve on the compressor but the area was too noisy. He went to get some ear protection. When he returned, the gas had ignited. The other operator felt a mist falling down from above and he pulled the ESD station behind the fire wall of the compressor top deck. All of the operators fought the fire using dry chemical as well as the fire water system. The fire was extinguished in about ten minutes. The compressor was secured by closing valves and was locked shut.

After the fire was put out, the crew found that a one inch double wire braided hose failed. This allowed high pressure gas to vent and flow onto the hot metal of the gas compressor. A misty spray followed the venting and consequently ignited and burned the escaping gas. The flow was configured to flow from the third stage of the compressor, through an adjustable choke, through a flow safety valve, and then through the high pressure wire braided hose. Downstream of the hose, the hot gas was sent in a one inch pipe that carried the gas to the sub-cellar deck. This high pressure gas was used to unthaw gas lift lines during cold weather.

The cause of this incident was the failure of a high pressure double wire braided hose downstream of the third stage of the compressor.

The hose may have been worn from harmonic vibrations through the wire braids within the hose.

n/a
21. PROPERTY DAMAGED:

   Nature of Damage:

   Hoses, belts, gauges, ignition wiring
   All burnt equipment will have to be
   harnesses and coils, control panel, level repaired and replaced.
   controllers, light fixture, and sight
   glasses on storage tanks.

   Estimated Amount (Total): $22,310

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: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

   n/a

25. DATE OF ONSITE INVESTIGATION:

   15-FEB-2007

26. ONSITE TEAM MEMBERS:

   Ken Colwart / Terry Hollier / Amy
   Wilson /

27. ACCIDENT INVESTIGATION

   Panel Formed: NO

   OCS Report:

29. ACCIDENT INVESTIGATION

   Panel Formed: NO

   OCS Report:

30. DISTRICT SUPERVISOR:

   Michael J. Saucier

   Approved

   Date: 09-APR-2007
1. SOURCE OF IGNITION: **Compressor Manifold**

2. TYPE OF FUEL:  
   - [x] GAS
   - [ ] OIL
   - [ ] DIESEL
   - [ ] CONDENSATE
   - [ ] HYDRAULIC
   - [ ] OTHER

3. FUEL SOURCE: **High pressure gas hose that broke**

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

5. TYPE OF FIREFIGHTING EQUIPMENT UTILIZED:  
   - [ ] HANDHELD
   - [x] WHEELED UNIT
   - [ ] FIXED CHEMICAL
   - [x] FIXED WATER
   - [ ] NONE
   - [ ] OTHER
INJURY/FATALITY/WITNESS ATTACHMENT

[ ] OPERATOR REPRESENTATIVE [ ] INJURY
[ ] CONTRACTOR REPRESENTATIVE [ ] FATALITY
[ ] OTHER ______________________ [ ] WITNESS

NAME: __________________________________________
HOME ADDRESS: __________________________________
CITY: ____________________ STATE: _______________
WORK PHONE: ____________________ TOTAL OFFSHORE EXPERIENCE: __________ YEARS

EMPLOYED BY: SPN Resources, LLC / 02636
BUSINESS ADDRESS: 12707 North Freeway
Suite 200
CITY: Houston STATE: TX
ZIP CODE: 77060

[ ] OPERATOR REPRESENTATIVE [ ] INJURY
[ ] CONTRACTOR REPRESENTATIVE [ ] FATALITY
[ ] OTHER ______________________ [ ] WITNESS

NAME: __________________________________________
HOME ADDRESS: __________________________________
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EMPLOYED BY: __________________________________
BUSINESS ADDRESS: __________________________________
CITY: ____________________ STATE: _______________
ZIP CODE: ____________________
### Injured/Fatal Witness Attachment

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