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

1. OCCURRED
   DATE: 28-APR-2007  TIME: 2030  HOURS

2. OPERATOR:  Chevron U.S.A. Inc.
   REPRESENTATIVE: Justin Mathews
   TELEPHONE:  (337) 989-3435
   CONTRACTOR:
   REPRESENTATIVE:
   TELEPHONE:

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

4. LEASE:  G01034
   AREA:  SS  LATITUDE:  
   BLOCK:  266  LONGITUDE:  

5. PLATFORM:  A
   RIG NAME:

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

7. TYPE:
   □ HISTORIC INJURY
   □ REQUIRED EVACUATION
   □ LTA (1-3 days)
   □ LTA (>3 days)
   □ RW/JT (1-3 days)
   □ RW/JT (>3 days)
   □ Other Injury
   □ PATALITY
   □ POLLUTION
   □ FIRE
   □ EXPLOSION
   □ HISTORIC BLOWOUT
   □ UNDERGROUND
   □ SURFACE
   □ DEVERTER
   □ SURFACE EQUIPMENT FAILURE OR PROCEDURES
   □ COLLISION
   □ HISTORIC
   □ >=$25K
   □ <=$25K

8. CAUSE:
   □ EQUIPMENT FAILURE
   □ HUMAN ERROR
   □ EXTERNAL DAMAGE
   □ SLIP/TRIP/FALL
   □ WEATHER RELATED
   □ LEAK
   □ UPSET H2O TREATING
   □ OVERBOARD DRILLING FLUID
   □ OTHER

9. WATER DEPTH:  180  FT.

10. DISTANCE FROM SHORE:  53  MI.

11. WIND DIRECTION:  N
    SPEED:  1  M.P.H.

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

13. SEA STATE:  2  FT.
On April 28, 2007, the Ship Shoal Block 266 Platform A facility was shut in by the operators at 0700 hours for construction operations. Prior to construction activities equipment was isolated, shielded, and required permits were completed as per company policy. The construction repairs were completed at 2030 hours. At 2055 hours the operators began relighting the Bulk Treater (NBK 1700). The pilot flame was relit utilizing the auto igniter, and the main burner fuel was turned on to the fire box with all safety devices in service. The operators heard the main burner shut off, but shortly thereafter heard an explosion. The flame arrestor had dislodged from the fire box, with no visible flame. The safety system Burner Safety Low (BSL) initiated a shut down of the treater immediately after the malfunction. The operators closed the pilot fuel and main burner as an added precaution. The facility remained shut in until April 29, 2007, when the operator completed a Root Cause Analysis.

The probable causes of this incident were the partially plugged Flame Arrestor, and the suspected partially restricted Stack Arrestor. An unsuccessful attempt was made to determine if the Stack Arrestor was restricted, because the Stack Arrestor fell apart when the operator tried to disassemble it.

None

N/A
21. PROPERTY DAMAGED:  
   Flame Arrestor  
   Stack Arrestor  
   Piece of Handrail  
   NATURE OF DAMAGE:  
   Minimal damage  
   Slightly bent and later fell apart  
   Bent  

ESTIMATED AMOUNT (TOTAL):  $14,000  

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:  
   The Houma District has no recommendations to the Regional Office.  

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO  

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:  
   None  

25. DATE OF ONSITE INVESTIGATION:  

26. ONSITE TEAM MEMBERS:  
   Amy Wilson /  

29. ACCIDENT INVESTIGATION  
   PANEL FORMED: NO  

30. DISTRICT SUPERVISOR:  
   Michael J. Saucier  

OCS REPORT:  

APPROVED  
DATE: 26-JUN-2007
1. SOURCE OF IGNITION: **Bulk Treater**

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

3. FUEL SOURCE: **Pilot Gas**

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
   - [x] NONE
   - [ ] OTHER