

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)

7. TYPE:
 HISTORIC INJURY
 REQUIRED EVACUATION
 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

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

6. OPERATION:

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

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.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

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 there after 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.

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

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.

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

None

20. LIST THE ADDITIONAL INFORMATION:

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 RECURRENCE 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**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED

DATE: **26-JUN-2007**

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **Bulk Treater**

2. TYPE OF FUEL: 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
 NONE
 OTHER