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

1. OCCURRED
   DATE: 08-AUG-2007 TIME: 2118 HOURS
   STRUCTURAL DAMAGE
   CRANE
   OTHER LIFTING DEVICE
   DAMAGED/DISABLED SAFETY SYS.
   INCIDENT >$25K
   H2S/15MIN./20PPM
   REQUIRED MUSTER
   SHUTDOWN FROM GAS RELEASE
   OTHER

2. OPERATOR: Merit Energy Company
   REPRESENTATIVE: Llyod Sigue
   TELEPHONE: (337) 262-8192
   CONTRACTOR:
   REPRESENTATIVE:
   TELEPHONE:
   DAMAGED/DISABLED SAFETY SYS.
   REQUIRED MUSTER
   SHUTDOWN FROM GAS RELEASE
   OTHER

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

4. LEASE: G15212
   AREA: VR LATITUDE: CH
   BLOCK: 408 LONGITUDE: CH
   CONTRACTOR:
   REPRESENTATIVE:
   TELEPHONE:
   PRODUCTION
   DRILLING
   WORKOVER
   COMPLETION
   HELICOPTER
   MOTOR VESSEL
   PIPELINE SEGMENT NO.
   OTHER

5. PLATFORM: A
   RIG NAME:
   DEVELOPMENT/PRODUCTION (DOC/POD)

6. ACTIVITY:
   EXPLORATION (POE)
   EXTERNAL DAMAGE
   HISTORIC INJURY
   REQUIRED EVACUATION
   LTA (1-3 days)
   LTA (>3 days)
   RW/JT (1-3 days)
   RW/JT (>3 days)
   Other Injury
   POLLUTION
   FIRE
   EXPLOSION
   EQUIPMENT FAILURE
   HUMAN ERROR
   EXTERNAL DAMAGE
   SLIP/TRIP/FALL
   WEATHER RELATED
   LEAK
   UPSET H2O TREATING
   OVERBOARD DRILLING FLUID
   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
   FATALITY
   POLLUTION
   FIRE
   EXPLOSION
   EQUIPMENT FAILURE
   HISTORIC BLOWOUT
   UNDERGROUND
   SURFACE
   DEVERTER
   HISTORIC BLOWOUT
   UNDERGROUND
   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: 389 FT.

10. DISTANCE FROM SHORE: 95 MI.

11. WIND DIRECTION: N
    SPEED: 2 M.P.H.

12. CURRENT DIRECTION: S
    SPEED: 2 M.P.H.

13. SEA STATE: 0 FT.
17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

At approximately 9:18 pm, platform personnel heard a popping noise. Operator opened the living quarters door and saw flames shooting up from the production deck downstairs. Personnel sounded the alarm and activated ESD system. (Platform was already shutting in on TSE). Personnel started down the stairway, having to use fire extinguisher along the way. Once downstairs, personnel noticed that fire was originating from pipeline pump skid. Lead operator started fighting fire in skid with chemical extinguishers. Other personnel were gathering extra extinguishers at the same time and started helping lead operator. Once fire was under control, platform personnel contacted VR 369 to send the boat. Upon arrival of the boat, all unessential personnel were instructed to board the vessel and stand by. Platform personnel pulled fire hose from boat to the pipeline pump skid and sprayed pumps with firewater until equipment was satisfactorily cooled down. Personnel then secured platform, boarded the boat and traveled to VR 369 for the remainder of the night.

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

Pipeline pump packing nut backed off of packing, allowing oil to spray some 30 feet. During that process, oil contacted the hot exhaust system of the other pipeline pump causing it to ignite. "Wrap around" insulation blankets were being utilized on both of the gas driven pipeline pump engines, instead of a rigid/ sealed type insulation that provides a better form of protection.

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

The hatch/ cover on the pipeline pump packing rod box was not secured with nuts and bolts as it was originally designed. This in turn allowed the velocity of the leak to push the hatch/ cover open and spray oil all over equipment and engines. If hatch/ cover would have been properly secured, the leak could have (should have) been contained in the packing box which drains directly to the skid.

20. LIST THE ADDITIONAL INFORMATION:

Upon activation of the TSE/ESD, the emergency diesel generator, which drives the firewater pump, started briefly and then shut down. This action left only chemical extinguishers that could be used to fight the fire. At the time of the incident there were 5 souls on board and three wells were producing approximately 1800 bbls of oil per day.
21. PROPERTY DAMAGED: 

   PIPELINE PUMPS, ASSOCIATED WIRING
   NATURE OF DAMAGE: 

   HEAT, FIRE, SMOKE

   ESTIMATED AMOUNT (TOTAL): $350,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

   The Lake Charles District recommends a SAFETY ALERT be issued to include the following recommendations:
   1. Make sure that covers/ hatches are secure on pipeline pump packing boxes.
   2. Inspect packing nuts regularly to ensure tightness.
   3. Insulate exhaust stacks on engines, where there is a probability of oil coming into contact with them, with rigid/ sealed insulation instead of blanket "wrap around" insulation.
   4. Install barrier between gas driven engines and pipeline pump unit to avoid any fluid from contacting the engine or exhaust of engine.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

   G-112 Cover to packing box not secured in a manner consistent with it’s design.
   P-132 Fire water pump failed to run for at least 30 minutes during a platform shut in.
   G-152 Engine exhaust not insulated in a manner to prevent exposure to hydrocarbon liquids.

25. DATE OF ONSITE INVESTIGATION:

   09-AUG-2007

26. ONSITE TEAM MEMBERS:

   JARROTT GUILLORY / ERIC FONTENOT /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

30. DISTRICT SUPERVISOR:

   Larry Williamson

   APPROVED

   DATE: 07-DEC-2007
1. SOURCE OF IGNITION: Exhaust stack on gas driven pipeline pump

2. TYPE OF FUEL:
   - □ GAS
   - □ OIL
   - □ DIESEL
   - □ CONDENSATE
   - □ HYDRAULIC
   - □ OTHER

3. FUEL SOURCE: pipeline pump packing gland

4. WERE PRECAUTIONS OR ACTIONS TAKEN TO ISOLATE KNOWN SOURCES OF IGNITION PRIOR TO THE ACCIDENT? YES

5. TYPE OF FIREFIGHTING EQUIPMENT UTILIZED:
   - □ HANDHELD
   - □ WHEELED UNIT
   - □ FIXED CHEMICAL
   - □ FIXED WATER
   - □ NONE
   - □ OTHER
### Ted Breaux

**Home Address:**

**City:**

**State:**

**Work Phone:**

**Total Offshore Experience:**

**Employed By:**

**Business Address:**

**City:**

**State:**

**Zip Code:**

### Marty Chirrick

**Home Address:**

**City:**

**State:**

**Work Phone:**

**Total Offshore Experience:**

**Employed By:**

**Business Address:**

**City:**

**State:**

**Zip Code:**
TERRY SEAUX
NAME:
HOME ADDRESS:
CITY: STATE:
WORK PHONE: TOTAL OFFSHORE EXPERIENCE: YEARS
EMPLOYED BY:
BUSINESS ADDRESS:
CITY: STATE:
ZIP CODE:

JAY WOAMACK
NAME:
HOME ADDRESS:
CITY: STATE:
WORK PHONE: TOTAL OFFSHORE EXPERIENCE: YEARS
EMPLOYED BY:
BUSINESS ADDRESS:
CITY: STATE:
ZIP CODE:
<table>
<thead>
<tr>
<th>OPERATOR REPRESENTATIVE</th>
<th>INJURY</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRACTOR REPRESENTATIVE</td>
<td>FATALITY</td>
</tr>
<tr>
<td>OTHER CONSTRUCTION PERSONNEL</td>
<td>WITNESS</td>
</tr>
</tbody>
</table>

NAME: **ALFRED BEGNEAUX**

HOME ADDRESS:

CITY:  
STATE:  

WORK PHONE:  
TOTAL OFFSHORE EXPERIENCE:  
YEARS:  

EMPLOYED BY:

BUSINESS ADDRESS:

CITY:  
STATE:  

ZIP CODE:
1. VOLUME: 21 GAL BBL
   YARDS LONG X YARDS WIDE

APPEARANCE:

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

3. SOURCE OF HYDROCARBON RELEASED:

4. WERE SAMPLES TAKEN? NO

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

6. ESTIMATED RECOVERY: GAL BBL

7. RESPONSE TIME: 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