1. OCCURRED
   DATE: 22-AUG-2007  TIME: 1500  HOURS
   STRUCTURAL DAMAGE
   CRANE
   OTHER LIFTING DEVICE
   DAMAGES/DISABLED SAFETY SYS.
   INCIDENT >$25K
   H2S/15MIN./20PPM
   REQUIRED MUSTER
   SHUTDOWN FROM GAS RELEASE
   OTHER

2. OPERATOR: Anglo-Suisse Offshore Partners, L:
   REPRESENTATIVE: Samay, Christina
   TELEPHONE: (713) 275-7706
   CONTRACTOR:
   REPRESENTATIVE:
   TELEPHONE:

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

4. LEASE: 00385
   AREA: WD  LATITUDE: 
   BLOCK: 29  LONGITUDE:

5. PLATFORM: F
   RIG NAME:

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

7. TYPE:
   HISTORIC INJURY
   REQUIRED EVACUATION  2
   LTA (1-3 days)  1
   LTA (>3 days)  1
   RW/JT (1-3 days)  1
   RW/JT (>3 days)  1
   Other Injury
   FATALITY
   POLLUTION
   FIRE
   EXPLOSION

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

9. WATER DEPTH: 40 FT.

10. DISTANCE FROM SHORE: 7 MI.

11. WIND DIRECTION: SE
    SPEED: 7 M.P.H.

12. CURRENT DIRECTION: SE
    SPEED: 0 M.P.H.

13. SEA STATE: 3 FT.
17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On 8/22/2007 around 15:00 operations shut in the compressor involved and started the # 2 compressor to perform maintenance. The compressor stayed shut in for an estimated three hours. When the operator began to have trouble with the # 2 compressor they decided to start up the # 1 to help with the load. Two men stood at the front of the compressor, one was operating the fuel gas and starter the other was observing for learning purposes. Another man was at the back of the compressor operating the air for the startup. The operator rolled over the engine and then attempted to crank it. The unit tried to fire off but failed. The unit then backfired causing the operators to shut off the air and fuel supply. Within an estimated 2 seconds an explosion occurred blowing off the # 1 compressor crankcase door. Oil was blown out hitting the wall and window of the compressor building. The wall and window redirected the oil (hot oil) onto the two operators standing at the front of the compressor burning both of them. Injured Person #1 contract employee, Loss Time Accident (LTA) 15 days; currently on restricted work and anticipated to be released to regular duty October 4, 2007. Injured Person #2 contract employee, assigned to Restricted Work (RW) the same day as incident and anticipated to be released to regular duty September 21, 2007.

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

1) Gas and air mixture in the crankcase of the # 1 compressor
2) Source of ignition coming from the backfire of the engine on the # 1 compressor
3) Engine was shut down for three hours
4) Leaking packing on the # 1 compressor piston rod allowing gas to enter the crankcase

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

1) Possible fuel mixture was to rich causing the # 1 compressor engine to backfire
2) The backfire passed through the power piston rings into the crankcase. This ignited the gas and air mixture in the # 1 compressor engine crankcase which caused the explosion
3) The wall and window in the compressor building redirected the hot oil onto the operators.
4) Compressor # 1 was shut-in for 3 hours and due to a failed pneumatic relay, the suction SDV was still open and the BDV was still closed. This went undetected until the operator tried to start the compressor back up.
5) Crankcase access doors were made of cast iron and had a non-flame arrestor type relief area of only 25.25 square inches per panel. This was identified in a Safety Alert (Service News Bulletin 810) provided by Cooper Bessemer (issued in 1988 and then re-issued in September 1995) as a potential hazard.
20. LIST THE ADDITIONAL INFORMATION:
21. PROPERTY DAMAGED:  

Broken Window of compressor building
Bent metal on the compressor building
Crankcase door on the #1 compressor

NATURE OF DAMAGE:  

Broken Items from Explosion:

ESTIMATED AMOUNT (TOTAL):  

$10,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The New Orleans District recommends that the Office of Safety Management send out a Safety Alert on crankcase explosion with manufactures' alert attached.

The New Orleans District agrees with the following company recommendations:
1) Replace cast iron crankcase access doors with steel doors (Bicera Door) with built-in flame arrestor with downward deflection plate, relief area is 78 square inches per panel.
2) Re-position control station of the compressor unit.
3) Issue Safety Alerts on this incident and discuss during crew safety meetings.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE: NA

25. DATE OF ONSITE INVESTIGATION:

23-AUG-2007

26. ONSITE TEAM MEMBERS:

Bryan Bush / Justin Josey /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Troy Trosclair

APPROVED

DATE: 25-SEP-2007
1. SOURCE OF IGNITION: Backfire of engine.

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

3. FUEL SOURCE: Natural Gas

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

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