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

1. OCCURRED
DATE: 02-AUG-2005  TIME: 1300 HOURS

2. OPERATOR: Chevron U.S.A. Inc.

REPRESENTATIVE: Ronnie Staten
TELEPHONE: (985) 396-3742

3. LEASE: G02625
AREA: ST  LATITUDE: 
BLOCK: 37  LONGITUDE: 

4. PLATFORM: J

5. ACTIVITY: [ ] EXPLORATION (POE)  [X] DEVELOPMENT/PRODUCTION (DOCD/POD)

6. TYPE: [X] FIRE  [ ] EXPLOSION  [ ] BLOWOUT  [ ] COLLISION  [ ] INJURY NO. 0  [ ] FATALITY NO. 0  [ ] POLLUTION  [ ] OTHER

7. OPERATION: [X] PRODUCTION  [ ] DRILLING  [ ] WORKOVER  [ ] COMPLETION  [ ] MOTOR VESSEL  [ ] PIPELINE SEGMENT NO.  [ ] OTHER

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

9. WATER DEPTH: 57 FT.

10. DISTANCE FROM SHORE: 8 MI.

11. WIND DIRECTION: S  SPEED: 5 M.P.H.

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

13. SEA STATE: 1 FT.

14. OPERATOR REPRESENTATIVE/COLLISION SUPERVISOR ON SITE AT TIME OF INCIDENT:

Steve Fabre
CITY: Golden Meadow  STATE: LA
TELEPHONE: (985) 396-3362

CONTRACTOR: Grand Isle Shipyard, Inc.

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

Lester Bonnet
CITY: Galliano  STATE: LA
TELEPHONE: (985) 475-5238
On August 2, 2005 at 1300 hours, a fire occurred on the water surface at Platform J while Welding and Burning operations were being conducted on the + 10 elevation boat landing handrails. A Job Safety Analysis was developed and reviewed with the crew. A hot work permit was completed. The area was inspected and sniffed for the presence of gas with a portable gas detector. Hot work was commenced at approximately 0730 hours on the east side of the structure. The crew had progressed around to the north side boat landing at about 1045 hours. The gas seawater heat exchanger developed a gas leak. At approximately 1300 hours hot slag ignited gas coming from the gas seawater heat exchanger overboard discharge point. Welding and burning operations were immediately shutdown and the fire was extinguished with a 30 lb. dry chemical unit. The seawater heat exchanger was removed from service and locked out and tagged out was applied.

There were no pollution, no injuries and no property damages as a result of this accident.

The gas seawater heat exchanger developed a leak in the gas tube and the gas went out the overboard discharge line. Hot slag ignited the gas thus causing a fire on the water surface.

Further investigation discovered that due to the low volume of gas present from the gas seawater heat exchanger, and that the wind was blowing from the south at 5 mph that there was no measurable quantity of gas presence on the boat landing to indicate a potential ignition source.
21. PROPERTY DAMAGED: None

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:
   There are no recommendations from MMS.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

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

25. DATE OF ONSITE INVESTIGATION:
   04-AUG-2005

26. ONSITE TEAM MEMBERS:
   Tim McGraw / Julie King / Freddie L. Mosely /

29. ACCIDENT INVESTIGATION PANEL FORMED:
   NO

30. DISTRICT SUPERVISOR:
   Michael J. Saucier

   APPROVED
   DATE: 26-OCT-2005
1. SOURCE OF IGNITION: Hot slag from Welding and Burning

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

3. FUEL SOURCE: Gas seawater heat exchanger

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

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