

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

1. OCCURRED

DATE: **18-NOV-2005** TIME: **1730** HOURS

2. OPERATOR: **Kerr-McGee Oil & Gas Corporation**

REPRESENTATIVE: **Cary Bradford**

TELEPHONE: **(281) 618-6338**

3. LEASE: **G05006**

AREA: **HI** LATITUDE:

BLOCK: **22** LONGITUDE:

4. PLATFORM: **B**

RIG NAME

5. ACTIVITY: EXPLORATION (POE)

DEVELOPMENT/PRODUCTION (DOCD/POD)

6. TYPE: FIRE

EXPLOSION

BLOWOUT

COLLISION

INJURY NO. 0

FATALITY NO. 0

POLLUTION

OTHER _____

7. OPERATION: PRODUCTION

DRILLING

WORKOVER

COMPLETION

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 Possibly static electricity

9. WATER DEPTH: **41** FT.

10. DISTANCE FROM SHORE: **10** MI.

11. WIND DIRECTION: **N**

SPEED: **7** M.P.H.

12. CURRENT DIRECTION: **N**

SPEED: **3** M.P.H.

13. SEA STATE: **4** FT.

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

Mike Demis

CITY: **Lake Charles** STATE: **LA**

TELEPHONE: **(337) 912-5439**

CONTRACTOR: **ISLAND OPERATORS CO. INC.**

CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:

CITY: STATE:

TELEPHONE:

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On Wednesday, November 16, 2005, well B-2 was shut-in due to high sales gas line pressure. On Friday, November 18, 2005, well B-2 was brought online at 9:00 AM for approximately one hour to demonstrate the problem with the back pressure valve on the main gas sales line to the valve technician. At approximately 4:40 PM, the M&M Crane technician at HI 22-A heard a loud noise from the HI 22-B platform. The crane technician witnessed what appeared to be a gas cloud, and he then informed the contract operator. When it was clear the gas cloud had ignited, the contract operator went to HI 22-B Platforms to pull the ESD once the fire had extinguished itself, and the line pressure bled to zero.

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

- 1) High sales gas pressure may have caused the separation of the one inch supply line.
- 2) Possibly the hurricane damaged or weakened the one inch supply line at the point of separation.

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

Due to the low relative humidity of the atmospheric conditions, it is possible the ignition source was static electricity caused by the rapid movement of gas.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

- 1) Paint on the crane
- 2) Crane hoses and cables
- 3) Stainless Steel tubing

Burned or heated to a high temperature.

ESTIMATED AMOUNT (TOTAL): **\$25,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The Lake Jackson District recommends that a study be performed to determine if a larger diameter stainless steel tubing (i.e. one inch) will fail at the Sweglock once being pressurized and subjected to stress, such as flexing and bending or damage due to hurricane passage.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **NO**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

23-NOV-2005

26. ONSITE TEAM MEMBERS:

Jim Hail / David Emilien /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Ed. Smith

APPROVED

DATE: **04-JAN-2006**

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **Unknown (Possibly static electricity)**

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

3. FUEL SOURCE: **Fuel Gas Scrubber**

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