

UNITED STATES DEPARTMENT OF THE INTERIOR -
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT -
GULF OF MEXICO REGION -

ACCIDENT INVESTIGATION REPORT

For Public Release

1. OCCURRED

DATE: **25-JUN-2015** TIME: **2100** HOURS

2. OPERATOR: **Apache Corporation**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: -

REPRESENTATIVE:

TELEPHONE:

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

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

6. OPERATION:

4. LEASE: **G03068**

AREA: **MU** LATITUDE:

BLOCK: **A 111** LONGITUDE: -

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER **P&A Operations**

5. PLATFORM: - **A**

RIG NAME:

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

8. CAUSE:

7. TYPE:

- HISTORIC INJURY -
 - REQUIRED EVACUATION
 - LTA (1-3 days)
 - LTA (>3 days)
 - RW/JT (1-3 days)
 - RW/JT (>3 days)
 - Other Injury -

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE -
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER _____

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

- LWC - HISTORIC BLOWOUT
- UNDERGROUND
 - SURFACE
 - DEVERTER
 - SURFACE EQUIPMENT FAILURE OR PROCEDURES

9. WATER DEPTH: **304** FT.

10. DISTANCE FROM SHORE: **46** MI.

11. WIND DIRECTION: **SSE** -
SPEED: **1** M.P.H.

12. CURRENT DIRECTION: **SSE**
SPEED: **1** M.P.H.

13. SEA STATE: **1** FT.

COLLISION HISTORIC >\$25K <=\$25K

June 25, 2015, the lighting went out at MU A 111 A. The P&A Supervisor went to the electrical breaker box and discovered the breaker had triped. The generator powering the electrical system was still running so he reset the tripped breaker and the lighting came back on immediately. He then opened the side door of the generator and noticed a small flash fire on top of the engine (exhaust manifold insulation). The flame was immediatley extinguished and the generator shut down.

The probable cause of the fire was metal rings used to adjoin the pieces of heat wrap together over time vibrated causing a small pin hole in the metal blow tubing that was under the heat wrap insulation. This allowed oil from the blow tube to be blown onto the heat wrap by the engine fan. These metal rings were used by the manufacturer to adjoin the peices of heat wrap together.

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

Metal rings used to adjoin the pieces of heat wrap together over time vibrated causing a small pin hole in the metal blow tubing that was under the heat wrap insulation.

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

Metal rings used in manufacturing the heat wrap insulation.

20. LIST THE ADDITIONAL INFORMATION:

Lessee had two of these generators onboard and advised that they also check the other generator for signs of wear in the same area. None found.

21. PROPERTY DAMAGED:

Flex/hard tubing

NATURE OF DAMAGE:

Burn a small area of the heat wrap insulation.

ESTIMATED AMOUNT (TOTAL): \$500

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Lake Jackson District Office has no recommendations to the regional office at this time.

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: -

James Holmes / Daniel Gonzalez /

29. ACCIDENT INVESTIGATION

PANEL FORMED:NO

30. DISTRICT SUPERVISOR:

OCS REPORT:

John McCarroll

APPROVED

DATE:

01-SEP-2015