

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: 26-NOV-2015 TIME: 1025 HOURS

2. OPERATOR: Peregrine Oil & Gas II, LLC

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: G33388

AREA: PN LATITUDE:

BLOCK: 975 LONGITUDE:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER Shut in platform.

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: 156 FT.
10. DISTANCE FROM SHORE: 25 MI.
11. WIND DIRECTION:  
SPEED: M.P.H.
12. CURRENT DIRECTION:  
SPEED: M.P.H.
13. SEA STATE: FT.

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

At approximately 1030 hours on 26-Nov-2015 a fire was observed on Peregrine Oil and Gas LLC's Padre North (PN) 975 'A' platform, lease OCS-G33388. The fire was observed on the top wooden deck on the Northeast corner of the facility during an overflight by the Lessee. The pilot contacted company personnel by radio at the nearby PN 969 facility and notified them of the fire. The platform was unmanned, shut in and de-energized when the fire was initially observed.

The Motor Vessel (MV) Hercules was dispatched from the Martin Energy dock in Aransas Pass, TX at 1100 hours and arrived at PN 969 at 1700 hours. Two operators were transported from PN 969 to PN 975 by the MV Hercules and arrived at 1730 hours. An attempt was made to spray the fire utilizing the fire monitor system onboard the MV Hercules but the spray did not reach the fire. The two operators boarded the platform to assess the fire. They determined they could extinguish the fire and decided they should first remove an Oxygen/Acetylene rack and two tote tanks from the wooden deck which contained pipeline chemical and waste oil. This decision was made to reduce (mitigate) the accelerant risk. After moving the oxygen/acetylene rack and two tote tanks, the operators pulled up a fire hose from the MV Hercules and began to spray water on the fire. The active fire was reported to be extinguished at approximately 2030 hours on 11-26-2015. The operators moved two construction baskets and a welding machine that was staged on the top wooden deck in order to extinguish any additional hot spots. All hot spots were reported to be extinguished at 2300 hours. No pollution events or injuries were reported.

The Lake Jackson District BSEE Inspector and Lessee personnel arrived at approximately 1015 hours on 27-Nov-2015 to conduct the onsite investigation. Upon arrival, some residual smoke was observed emanating from the remnants of the dog-house on the South side of the top wooden deck. The operator applied additional water from the MV Hercules to extinguish the hot spot. Construction had been on the platform 2 days prior to the fire conducting hot work in preparation for compressor removal and Temporary Abandonment of the wells. The hot work concluded at approximately 1620 hours on 24-Nov-2015 (+/- 42 hours prior to the pilot observing the fire) and the construction crew departed the facility around 1800 hours. The fire caused damage to the top wooden deck and some of the construction equipment that was staged on it. Approximately 2/3 of the top wooden deck was consumed by the fire.

No significant damage was observed on the deck below the top wooden deck. At a later date, the Lessee determined through photographs that a 100kw generator was missing and presumed to have fallen overboard into the Gulf of Mexico. At the time of this report the generator had not been recovered. The Lessee has a dive boat scheduled to recover the 100kw generator in mid-February. The approximate cleanup operation and property damage estimate provided by the lessee was \$95,000.

A definitive cause for the wooden deck fire incident was unable to be determined, however; the investigation concluded the most likely source of ignition was a smoldering ember during construction hot work that eventually caused the wood on the top deck to ignite.

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

A smoldering ember during construction hot work on 24-Nov-2015 is believed to have caused the wood on the top deck to ignite.

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

The platform was unmanned from 24-Nov-2015 until the fire was observed during an overflight on 26-Nov-2015. No personnel were onboard the facility during the initial ignition.

## 20. LIST THE ADDITIONAL INFORMATION:

Approximately 2/3 of the top wooden deck was consumed by the fire. The Lessee determined through photographs that a 100kw generator was missing and presumed to have fallen overboard into the Gulf of Mexico. The Lessee has a dive boat scheduled to recover the 100kw generator in mid-February. The approximate cleanup operation and property damage estimate provided by the lessee was \$95,000.

21. PROPERTY DAMAGED: NATURE OF DAMAGE:  
Top wooden deck and construction equipment. Wooden deck fire.

ESTIMATED AMOUNT (TOTAL): \$95,000

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:  
The Lake Jackson District has no recommendations to the Office of Incident Investigations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

27-NOV-2015

26. ONSITE TEAM MEMBERS:

Mike Hankamer /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Stephen P. Martinez

APPROVED

DATE: 01-FEB-2016

# FIRE/EXPLOSION ATTACHMENT

**For Public Release**

1. SOURCE OF IGNITION: **Smoldering ember.**

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

3. FUEL SOURCE:

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

5. TYPE OF FIREFIGHTING EQUIPMENT UTILIZED:
- HANDHELD
  - WHEELED UNIT
  - FIXED CHEMICAL
  - FIXED WATER
  - NONE
  - OTHER **Water hose from standby boat.**