1. OCCURRED
   DATE: 23-DEC-2016  TIME: 1550  HOURS

2. OPERATOR: Ridgelake Energy, Inc.
   REPRESENTATIVE: TELEPHONE:
   CONTRACTOR: REPRESENTATIVE: TELEPHONE:

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

4. LEASE: 00420
   AREA: SS  LATITUDE:
   BLOCK: 154  LONGITUDE:

5. PLATFORM: E-AUX
   RIG NAME:

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

7. TYPE:
   HISTORIC INJURY
   REQUIRED EVACUATION
   LTA (1-3 days)
   LTA (>3 days)
   RW/JT (1-3 days)
   RW/JT (>3 days)
   Other Injury
   HUMAN ERROR
   EQUIPMENT FAILURE
   EXTERNAL DAMAGE
   SLIP/TRIP/FALL
   WEATHER RELATED
   LEAK
   UPSET H2O TREATING
   OVERBOARD DRILLING FLUID
   OTHER

8. CAUSE:
   PACKAGE HAPPENED
   PACKETS
   VARIABLES
   OTHER

9. WATER DEPTH: 54 FT.

10. DISTANCE FROM SHORE: 28 MI.

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

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

13. SEA STATE: FT.
At approximately 1550 hours on December 23, 2016, an incident occurred on a fixed structure located at Ship Shoal Block 154 (E-Auxilliary platform), OCS 00420. The operator of record is Ridgelake Energy, Inc. (Ridgelake), who contracts Island Operating Co. onboard this facility.

During normal production operations, personnel noticed smoke coming from the exhaust stack on the Heater Treater (NBK-1800). After shutting off the fuel gas to the burner, the operator noticed a small fire inside the fire tube and left to retrieve a handheld fire extinguisher. When he returned, the fire was already out. The treater was drained of all fluids, and the fire tube was removed and sent to a fabrication and repair yard in Scott, Louisiana. BSEE inspectors were there on December 29, 2016, to witness the sandblasting and cleaning of the fire tube, as well as to assess the damage.

It appears the major areas of corrosion/pitting were in the welds of the tube where the fluid interface mixed with corrosive chemicals, thereby damaging the metal. As a result of the investigation, Ridgelake placed various types of corrosion testing coupons within the treater, which will remain until the tube is pulled on the next inspection. Once the coupons are retrieved, they will be sent to a laboratory for metal loss testing. The treater was placed back in service on February 02, 2017.

It is possible that chemicals may have been introduced into the heater or through the production system to aid in the breakup of chemical padding in the treater. As found in previous investigations in the Houma District, certain chemicals introduced into the production system are extremely caustic and over time will have a detrimental effect on metal in the production process.

Once the tube is removed from a treater, visual inspection alone may not ascertain if a corrosion problem is occurring. Before the tube was cleaned, only surface buildup on the tube was evident. After the tube was cleaned, it was obvious that erosion to the welds had occurred.

21. PROPERTY DAMAGED: Fire Tube  
NATURE OF DAMAGE: Corrosion/pitting

ESTIMATED AMOUNT (TOTAL): $175,000
22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:
The Houma District recommends that once the fire tube is pulled for inspection, it should be cleaned thoroughly—especially around the welded areas and any areas where fluid/chemical interface may occur—to determine whether or not corrosion or metal loss may be an issue.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:
N/A

25. DATE OF ONSITE INVESTIGATION:
29–DEC–2016

26. ONSITE TEAM MEMBERS:
Greg Liner 478 / Sammy Viola 211 / Terry Hollier 114 /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

30. DISTRICT SUPERVISOR:
Bryan Domangue

APPROVED DATE: 14–APR–2017