

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

1. OCCURRED
DATE: **20-JAN-2005** TIME: **2230** HOURS

2. OPERATOR: **BP Exploration & Production Inc.**

REPRESENTATIVE: **Scherie Douglas**

TELEPHONE: **(281) 366-6843**

3. LEASE: **G17001**

AREA: **WR** LATITUDE: **26.45331417**

BLOCK: **508** LONGITUDE: **-90.77591333**

4. PLATFORM:

RIG NAME **T.O. DEEPWATER HORIZON**

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 _____

9. WATER DEPTH: **9576** FT.

10. DISTANCE FROM SHORE: **190** MI.

11. WIND DIRECTION: **SW**

SPEED: **16** M.P.H.

12. CURRENT DIRECTION: **SE**

SPEED: **1** M.P.H.

13. SEA STATE: **3** FT.

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

Ronnie Sepulvado

CITY: **Houston**

STATE: **TX**

TELEPHONE: **(281) 366-6843**

CONTRACTOR: **Transocean Offshore**

CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:

Van Williams

CITY: **Houston**

STATE: **TX**

TELEPHONE: **(832) 587-8500**

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

At approximately 2230 hours, the Crane Operator began refueling the starboard crane alone, while the crane was running. The operator went back to the crane cab and forgot about the refueling operation. He began offloading a pallet and back-loading boxes onto the Motor Vessel Damon B. Bankston. Around 2300 hours, he noticed that the fuel tank was full according to the fuel gauge in the crane cab and called the Engine Control Room (ECR) to shut off the fuel. After calling the ECR, the crane operator noticed smoke coming from the crane pedestal. Then, he called the Bridge and reported a fire in the starboard crane engine compartment. The Bridge announced the fire over the PA. Emergency personnel reported to their stations and the rest of the crew members reported to their muster areas until the situation was deemed safe and secure. The Fire Teams extinguished the fire using dry chemical extinguishers and firefighting water.

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

During refueling of the starboard crane, the crane operator returned to the crane cab and forgot about the refueling operation. The diesel filled up the tank and began overflowing. Approximately 15 gallons of fuel overflowed from the tank. All fuel, oil and fire fighting agents were contained within the engine compartment and crane pedestal.

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

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **hot turbocharger on engine**

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

3. FUEL SOURCE: **overflowing fuel tank**

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