

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: 30-JAN-2022 TIME: 0530 HOURS

2. OPERATOR: Cox Operating, L.L.C.

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- 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:

8. OPERATION:

4. LEASE: G02947

AREA: MP LATITUDE:

BLOCK: 73 LONGITUDE:

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

5. PLATFORM: CF

RIG NAME:

6. ACTIVITY:

- EXPLORATION(POE)
- DEVELOPMENT/PRODUCTION (DOCD/POD)

9. CAUSE:

7. TYPE:

INJURIES:

HISTORIC INJURY

OPERATOR CONTRACTOR

REQUIRED EVACUATION

LTA (1-3 days)

LTA (>3 days)

RW/JT (1-3 days)

RW/JT (>3 days)

FATALITY

Other Injury

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

POLLUTION

FIRE

EXPLOSION

LWC HISTORIC BLOWOUT

UNDERGROUND

SURFACE

DEVERTER

SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. WATER DEPTH: 146 FT.

11. DISTANCE FROM SHORE: 8 MI.

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

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

14. SEA STATE: FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

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

17. INVESTIGATION FINDINGS:

INCIDENT SUMMARY:

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On 30 January 2022, a fire occurred on Main Pass (MP) 73 A C/F, a production platform owned and operated by Cox Operating, L.L.C (Cox), OCS-G02947. At approximately 0543 hours, electrical power to the platform was lost. When the platform operator went to investigate the cause of the power outage, he discovered the platform's generator was not running. When the operator opened the door to the generator's enclosure, a flame was observed. The operator closed the door and grabbed a nearby handheld fire extinguisher and successfully extinguished the fire within 15 seconds.

SEQUENCE OF EVENTS:

On 30 January 2022 at approximately 0543 hours, a production operator was in the office of the "A" complex doing the daily morning production report when suddenly the platform's electricity went out. A flame from the generator set off a Temperature Safety Element (TSE) initiating an Emergency Shut Down (ESD) of the platform. The operator immediately went to the platform's generator to troubleshoot and observed a fire when he opened the enclosure door. The operator then grabbed a nearby handheld fire extinguisher and extinguished the flame in less than a minute.

BSEE INVESTIGATION:

On 30 January 2022 at 0923 hours, the Bureau of Safety and Environmental Enforcement (BSEE) received notification of the incident.

On 4 February 2022, the BSEE Accident Investigator (AI) received an investigation report with photographs from Cox. The Cox Incident Analysis report stated that there was an engine failure within the generator. A piston connecting rod broke inside the engine and created a hole in the engine block. Consequently, oil from the crankcase escaped out the hole and entered into the generator's enclosure, contacting on the engine's hot exhaust, and causing the oil to ignite. Once ignited, the flame set off the TSE which is tied into the platform's ESD system. The AI reviewed the Safety Analysis Function Evaluation (SAFE) chart that was approved by BSEE on 8 Dec 2021 and confirmed that all safety systems operated as designed.

CONCLUSIONS:

BSEE agrees with Cox's conclusion of the internal engine failure (that was unidentifiable prior to the incident) is determined to be the cause of the fire that resulted in the loss of power to the facility.

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

- Equipment Failure - Flawed equipment design or construction: When the piston rod broke, a hole was created, allowing the engine oil to escape and come into contact with hot exhaust.

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED: NATURE OF DAMAGE:

N/A

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

31-JAN-2022

28. ACCIDENT CLASSIFICATION:

29. ACCIDENT INVESTIGATION

26. INVESTIGATION TEAM MEMBERS:

Nathan Bradley /

PANEL FORMED: **NO**

OCS REPORT:

27. OPERATOR REPORT ON FILE:

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED

DATE:

05-APR-2022