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Engine Room Fire
20th October 2007

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Sequence of Events:

Refer to previous presentations to HSE Managers

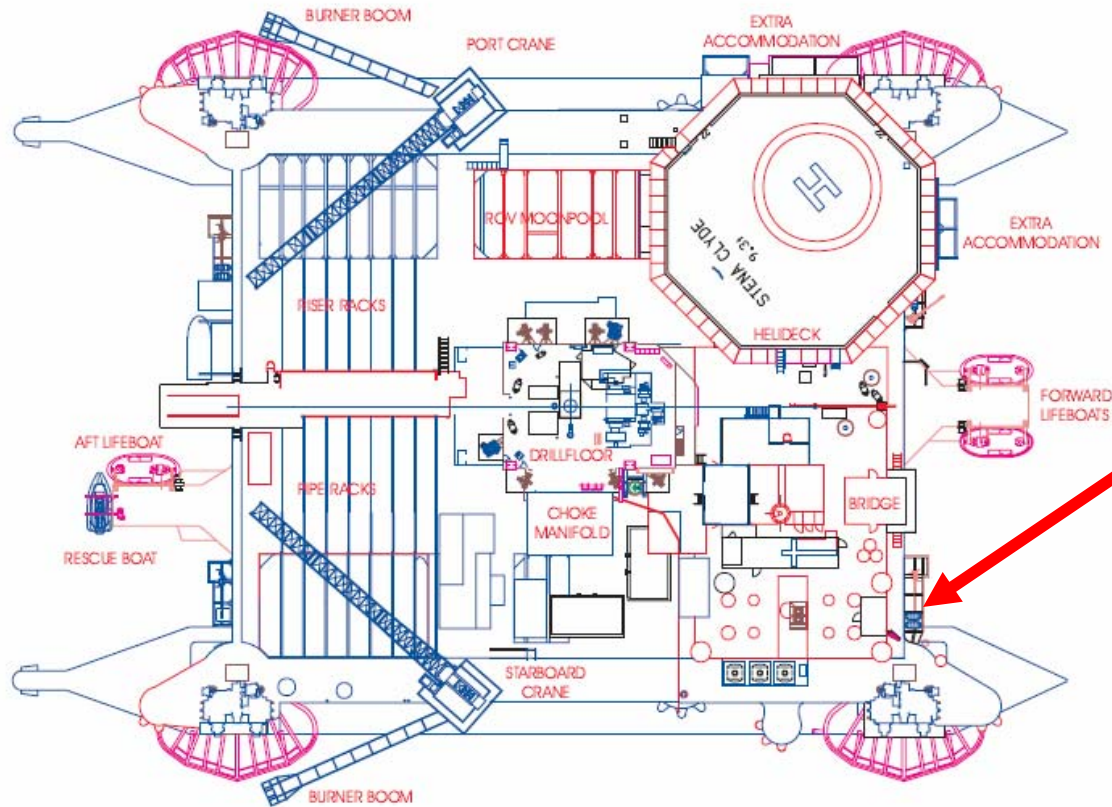
- 19:56 Alarm raised
- 19:58 Muster & enter area
- 20:37 Identify fire – call Ariki for assistance
- 20:13 Identify problems on fire system
- 20:45 Re-check Muster
- 20:46 Set CO2 & Monitor
- 22:03 Fire out temperature 90°C
- 01:30 Engine room ventilated



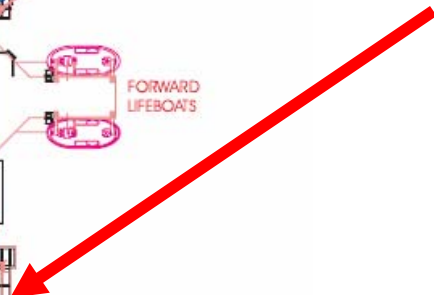
Detail of Area

The initial fire alarm was initiated by an automatic thermal detector in the engine room, which houses 4 engines. The fire was reported as being located between and/or behind engines 2 and 4.

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Engine room is located STBD fwd location.



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Fire fighting process

Fire team 1 entered the engine room to fight the fire and fire team 2 were directed to the roof of the engine room for boundary cooling, where equipment was stored (top deck).

Fire water pressure was initially lost and shortly afterwards both teams did attempt to provide boundary cooling.

Standby vessel Pacific Ariki, was called in and did provide boundary cooling on the engine room roof as directed by personnel on the rig. In the process however the satellite dome and all Vsat comms were knocked out..



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Extinguishing the Fire

Prior to releasing CO₂ was released into the engine room, a full muster was re-confirmed.

The CO₂ extinguished the fire and the area was retained clear for a further hour with boundary cooling continuing as a precaution.

Supply water to the fire water tank, and the emergency fire pump was restored with water supply from another source to provide additional boundary cooling.

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Incident Investigation - Forensic

Fire investigation team found the probable cause of the fire to be a crack within the exhaust bellows where the radiant heat created combustion of the thermal insulation fixed in the ceiling area.



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What went well:

- Teams worked well together got the job done without panic although issues were identified with the level of training for fire team members
- Damage confined to engine room as a result of the support provided by standby boat Pacific Ariki – it was fortunate that the vessel was in the area.
- When problems were identified with the fire water supply an alternative was lined up in a timely manner.
- Good action items from debrief and personnel now appreciate the value of muster and fire fighting training – despite the occasional inconvenience.

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Opportunities for improvement:

Following the incident, the investigation, subsequent systems evaluation, and close discussion with NOPSA indicated a number of key areas for improvement:

- Increase awareness of importance of criticality based preventive maintenance:
- Inspection of bellows is now a PM
- Align rig MAE to ERP and SCE ... and PM prioritisation.
- Review bowties and add into VSC.
- 3rd party was brought in to assess fire fighting competencies.

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Moving ahead:

- Shared lessons with other drilling contractors with the IADC being the ideal forum for these discussions.
- Highlight the benefits of standby / supply vessels having fire monitors and rescue capability.
- Add realism at fire and emergency drills and necessity to refine training matrix for fire team members. And review ERP scenarios which are now in place.
- Importance of continuous communication and co-operation with NOPSA.

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Who assisted us:

- Apache Support and patience throughout recovery
- DNV Class / Compliance
- NOPSA Regulatory Issues
- Moduspec Safety Case Evaluation
- Falck Nutec Fire fighting systems
- SKM consulting Fire Investigation (Forensics)
- EJ Electrical Recovery project

We would also like to compliment the crews onboard and everyone involved in the recovery project

There were no accidents or injuries to personnel throughout the incident and recovery project.

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Thank you all..

