1. OCCURRED
   DATE: 21-MAR-2017  TIME: 1000  HOURS

2. OPERATOR: Anadarko Petroleum Corporation
   REPRESENTATIVE: TELEPHONE:
   CONTRACTOR: REPRESENTATIVE: TELEPHONE:

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

4. LEASE: G22987
   AREA: GC  LATITUDE: 680  LONGITUDE:

5. PLATFORM: A (Constitution
   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
   FATALITY
   POLLUTION
   EXPLOSION

   HISTORIC BLOWOUT
   UNDERGROUND
   SURFACE
   DEVERTER
   SURFACE EQUIPMENT FAILURE OR PROCEDURES

8. CAUSE:
   EQUIPMENT FAILURE
   HUMAN ERROR
   EXTERNAL DAMAGE
   SLIP/TRIP/FALL
   WEATHER RELATED
   LEAK
   UPSET H2O TREATING
   OVERBOARD DRILLING FLUID
   OTHER

9. WATER DEPTH: 4970 FT.

10. DISTANCE FROM SHORE: 134 MI.

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

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

13. SEA STATE: FT.
On March 21, 2017, a fire occurred on the Green Canyon (GC) 680-A Constitution spar platform (OCS-G 22987). Anadarko Petroleum Corporation is the Designated Operator of Record. The platform is situated 134 nautical miles from shore in 4,970 feet of water.

At approximately 10:00 a.m., Flash Gas Compressor No. 1 shut in on a Level Safety High High (LSHH) alarm on the 1st Stage Scrubber (MBF-2500). While attempting to restart the compressor, the operator noticed a fire in the area between the engine block and the starter. After spotting the fire, the operator shut in the platform, activated the general alarm, and then extinguished the fire with a fire hose located near the compressor. After the general alarm sounded, all personnel on the platform mustered to their assigned locations. There were no reportable injuries to personnel during this incident.

Following BSEE's initial onsite investigation, Anadarko removed the starter to find that the signal line to the compressor engine starter was bent and cracked. When the operator attempted to restart the compressor, fuel gas escaped from the cracked tubing to the surrounding area when a spark, possibly caused by the Bendix on the starter engaging the fly-wheel, ignited, resulting in the fire. Anadarko replaced all affected equipment (Section 21).

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

Fuel gas escaped from the cracked starter signal return line and ignited upon contact with a spark possibly caused by the Bendix on the starter engaging the fly-wheel.

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

Excessive vibration from the compressor engine could have caused the crack in the tubing/pipe. The damaged tubing was located between the starter and engine, which made visual inspection very difficult.

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED: NATURE OF DAMAGE:

| Signal Line | Fire |
| Starter     |     |
| Flex piping |     |
| Associated hoses/piping |     |

ESTIMATED AMOUNT (TOTAL): $8,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:
The Houma District has no recommendation for the Regional Office.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

05-MAY-2017

26. ONSITE TEAM MEMBERS:

Terry Hollier / Keith Barrios /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan Domangue

APPROVED DATE: 15-JUN-2017

For Public Release