ACCIDENT INVESTIGATION REPORT

1. OCCURRED
   DATE: 05-JAN-2014    TIME: 1745    HOURS

2. OPERATOR: Union Oil Company of California
   REPRESENTATIVE:
   TELEPHONE:
   CONTRACTOR:
   REPRESENTATIVE:
   TELEPHONE:

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

4. LEASE: G02646
   AREA: EB   LATITUDE:
   BLOCK: 159   LONGITUDE:

5. PLATFORM: A
   RIG NAME:

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

7. TYPE:
   [ ] HISTORIC INJURY
   [X] REQUIRED EVACUATION
     LTA (1-3 days)
     LTA (>3 days)
     RW/JT (1-3 days)
     RW/JT (>3 days)
   [ ] Other Injury
   [ ] FATALITY
   [ ] POLLUTION
   [X] FIRE
   [ ] EXPLOSION
   [ ] HISTORIC BLOWOUT
   [ ] UNDERGROUND
   [ ] SURFACE
   [ ] DEVERTER
   [ ] SURFACE EQUIPMENT FAILURE OR PROCEDURES
   [ ] COLLISION
   [ ] HISTORIC
   [ ] >$25K
   [ ] <=$25K

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

9. WATER DEPTH: 924 FT.

10. DISTANCE FROM SHORE: 85 MI.

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

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

13. SEA STATE: FT.
17. INVESTIGATION FINDINGS:

On 5-Jan-2014 at 17:30 a portable diesel generator caught fire. BSEE investigated the incident 7-Jan-2014 and Chevron conducted a root cause analysis as part of their own investigation. The sequence of events is understood to be as follows:

On 5-Jan-2014 from 09:30 to 10:45 the Platform Mechanic performed maintenance on the diesel generator. Generator remained running and observed for 10 minutes to check for leaks with no leaks detected. At 11:05 the generator enclosure was closed and the unit was loaded. At 17:30 the generator shut down, fire was seen as platform personnel went to investigate. At 17:30 platform personnel extinguished the fire with seven (7)30# handheld dry chemical fire extinguishers. Generator unit was then cooled with water from water jugs, insulation was removed, and batteries were disconnected to prevent the likelihood of a reignition. At 17:45 the Field Coordinator was informed of the incident and the generator was monitored for reignition through the night. On 8-Jan-2014 a Valerus Diesel Mechanic and a CVX Mechanic arrived on location. The Mechanics used a fuel primer pump to pressure up on the diesel fuel system and discovered a pinhole sized leak in the secondary spin on fuel filter.

Chevron's investigation also determined that the original shut down of the diesel generator was caused by a melted Temperature Safety Element (TSE) within the generator enclosure which initiated a shut in. Damage to the fuel filter was likely caused during installation, being inappropriately tightened with a strap wrench.

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

A leak in the replacement fuel filter.

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

20. LIST THE ADDITIONAL INFORMATION:

The platform was already shut in and had been bled down several weeks prior to the incident. Diesel engine was a Cummins Diesel Engine Mod 6CTA.3G S/N 46201678, Gen Mod 432RSL4638 Gen S/N 5301020402. Fuel filter was an AC-Delco Fuel Filter part# TP1067F.

21. PROPERTY DAMAGED:  NATURE OF DAMAGE:

Portable diesel engine, namely: Fire and water.
radiator and upper and lower hoses, radiator fan, alternator, governor,
wiring harness, and belt tensioner.

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

none

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT:

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24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:
   none
25. DATE OF ONSITE INVESTIGATION:
   07-JAN-2014
26. ONSITE TEAM MEMBERS:
   Marcus Bianca / Alvin O'Brien /
29. ACCIDENT INVESTIGATION
   PANEL FORMED: NO
   OCS REPORT:
30. DISTRICT SUPERVISOR:
   Stephen P. Martinez

APPROVED
DATE: 27-JAN-2014