1. OCCURRED
   DATE: 17-AUG-2012  TIME: 1200  HOURS

2. OPERATOR: Eni US Operating Co. Inc.
   TELEPHONE: 
   CONTRACTOR: Wood Group Production Services
   TELEPHONE: 

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

4. LEASE: G12142
   AREA: EW  LATITUDE: 28.03480207
   BLOCK: 921  LONGITUDE: -90.02281189

5. PLATFORM: A-Morpeth TLP
   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
   LWC
     HISTORIC BLOWOUT
     UNDERGROUND
     SURFACE
     DEVERTER
     SURFACE EQUIPMENT FAILURE OR PROCEDURES
   COLLISION
     HISTORIC
     >$25K
     <=$25K

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

9. WATER DEPTH: 1700 FT.

10. DISTANCE FROM SHORE: 71 MI.

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

12. CURRENT DIRECTION: E
    SPEED: 5 M.P.H.

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

At 11:47 am on 17-AUG-2012, the PAX pump 8710, export oil shipping pump, caught fire due to an apparent failed seal. ENI final investigation revealed that the resulting fire was caused by a failed internal thrust bearing that allowed a metal to metal friction point and rapid temperature increase in the presence of flammable dry oil. The fire loop activated the Emergency Shut-Down (ESD) system. Personnel responded immediately by going to their muster area. Both fire water pumps started automatically and the deluge opened up over the pump area. Two fire crews consisting of 8 men with firefighting gear assisted with extinguishing the fire within 5 minutes. The fire was contained between the #1 and #2 pumps.

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

Equipment Failure:
ENI final investigation revealed that the resulting fire was caused by a failed internal thrust bearing that allowed a metal to metal friction point and rapid temperature increase in the presence of flammable dry oil.

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:  
NATURE OF DAMAGE:
Pipeline pump Burned and inoperable.

ESTIMATED AMOUNT (TOTAL): $200

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The BSEE New Orleans District makes no recommendations to the Agency.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

21-AUG-2012

26. ONSITE TEAM MEMBERS: Gerald Taylor / Darryl Williams /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

David J. Trocquet

APPROVED DATE: 03-MAY-2013
1. SOURCE OF IGNITION: Failed internal thrust bearing

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

3. FUEL SOURCE: Oil from PAX pump 8710

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
<table>
<thead>
<tr>
<th>Operator Representative</th>
<th>Injury</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contractor Representative</td>
<td>Fatality</td>
</tr>
<tr>
<td>Other</td>
<td>Witness</td>
</tr>
</tbody>
</table>

**NAME:**

**HOME ADDRESS:**

**CITY:**

**STATE:**

**WORK PHONE:**

**TOTAL OFFSHORE EXPERIENCE:**

**YEARS**

**EMPLOYED BY:**

**BUSINESS ADDRESS:**

**CITY:**

**STATE:**

**ZIP CODE:**