

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: 17-AUG-2012 TIME: 1200 HOURS

2. OPERATOR: Eni US Operating Co. Inc.

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: Wood Group Production Services

REPRESENTATIVE:

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
 FIRE
 EXPLOSION

- LWC HISTORIC BLOWOUT
 UNDERGROUND
 SURFACE
 DEVERTER
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

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

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

6. OPERATION:

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

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:

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**

FIRE/EXPLOSION ATTACHMENT

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

INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER _____

WITNESS

NAME :

HOME ADDRESS :

CITY :

STATE :

WORK PHONE :

TOTAL OFFSHORE EXPERIENCE :

YEARS

EMPLOYED BY :

BUSINESS ADDRESS :

CITY :

STATE :

ZIP CODE :

