1. OCCURRED
DATE: 03-Jan-2014  TIME: 0515  HOURS

2. OPERATOR: W & T Offshore, Inc.
   REPRESENTATIVE:
   TELEPHONE:
   CONTRACTOR:
   REPRESENTATIVE:
   TELEPHONE:

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

4. LEASE: G13808
   AREA: HI  LATITUDE:
   BLOCK: A 379  LONGITUDE:

5. PLATFORM: B
   RIG NAME:

6. ACTIVITY: [ ] EXPLORATION (POE)
   [X] 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
   [X] FIRE
   [ ] EXPLOSION

LWC [ ] HISTORIC BLOWOUT
     UNDERGROUND
     SURFACE
     DEVERTER
   [ ] SURFACE EQUIPMENT FAILURE OR PROCEDURES

   [ ] COLLISION
     [ ] HISTORIC
     [X] >$25K
     [ ] <=$25K

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

6. OPERATION:
   [X] PRODUCTION
   [ ] DRILLING
   [ ] WORKOVER
   [ ] COMPLETION
   [ ] HELICOPTER
   [ ] MOTOR VESSEL
   [ ] PIPELINE SEGMENT NO.
   [ ] OTHER

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: 390 FT.

10. DISTANCE FROM SHORE: 110 MI.

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

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

13. SEA STATE: FT.
On 3-Jan-2014 at 05:15, while making rounds on the drill deck the Contract Night Operator spotted flames emanating from the rental generator exhaust piping. The operator announced 'fire' on the platform communication system, gai-tronics, and pulled the engine Emergency Shut Down (ESD). The ESD shut down the engine and shut in the platform. Flames were no longer visible once ESD was pulled. A second Contract Operator sprayed two 30# dry chemical fire extinguishers down the exhaust piping to ensure the fire was out, operators cut a hole in the top of the generator enclosure and sprayed the exhaust compartment with water.

No injuries or pollution. Scorch marks were visible on the outside of the exhaust compartment enclosure. Rental unit was returned to Aggreko to determine the cause.

Aggreko determined that the right bank turbo over heated and locked up following a failure of the right bank air intake filter. This caused the fuel being injected into the right bank cylinders to not burn completely. This fuel then burnt in the exhaust, becoming noticeable when insulation shield surrounding the muffler began to burn. Aggreko believes the right bank air filter collapsed due to being clogged.

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

Right bank air intake filter was obstructed, causing fuel to burn in the 'muffler', this caused excessive temperatures that broke down the exhaust compartment's insulation until it burned.

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

20. LIST THE ADDITIONAL INFORMATION:

Rental generator was a 1000 KW 8'X20'X9' skid mounted enclosed unit located on the drill deck 20 feet from the compressor skid. Generator had been on site since 22-NOV-2013.

21. PROPERTY DAMAGED:

Rental Generator.

NATURE OF DAMAGE:

Fire and water damage to exhaust compartment.

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

none

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:
25. DATE OF ONSITE INVESTIGATION: 
10-JAN-2014

26. ONSITE TEAM MEMBERS: 
   Michael Hankamer /

29. ACCIDENT INVESTIGATION PANEL FORMED:  NO

30. DISTRICT SUPERVISOR: 
    Stephen P. Martinez

APPROVED DATE:  27-FEB-2014