1. OCCURRED
   DATE: 25-FEB-2017  TIME: 0430  HOURS

2. OPERATOR: Shell Offshore Inc.
   REPRESENTATIVE: 
   TELEPHONE: 
   CONTRACTOR:
   REPRESENTATIVE: 
   TELEPHONE: 

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

4. LEASE: G35153
   AREA: AC  LATITUDE: 772
   BLOCK:  LONGITUDE: 

5. PLATFORM:
   RIG NAME: NOBLE GLOBETROTTER

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

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

9. WATER DEPTH: 8807 FT.

10. DISTANCE FROM SHORE: 188 MI.

11. WIND DIRECTION: NE
    SPEED: 10 M.P.H.

12. CURRENT DIRECTION: NE
    SPEED: 6 M.P.H.

13. SEA STATE: 4 FT.
17. INVESTIGATION FINDINGS:

While in the process of running riser, the Gantry Crane Operator failed to move to the center of the drillship over the keel. As the gantry crane moved forward the spreader bar (utilized to transport the riser) came in contact with the Telescopic Man Basket pedestal located on the port side of the construction floor. An "All Stop" was initiated and safety stand down meeting was conducted.

Crane Operator failed to ensure proper position of the riser joint in the centerline of the vessel over the keel prior to making any adjustments Forward or Aft with the riser joint.

Communication between the Flagger and Roustabouts (who was also spotting the load) did not provide the necessary effectiveness to prevent the Crane Operator from damaging equipment and losing control of the lifting equipment.

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

Crane Operator failed to ensure proper position of the riser joint in the centerline of the vessel over the keel prior to making any adjustments Forward or Aft with the riser joint.

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

Communication between the Flagger and Roustabouts (who was also spotting the load) did not provide the necessary effectiveness to prevent the Crane Operator from damaging equipment and losing control of the lifting equipment.

20. LIST THE ADDITIONAL INFORMATION:

None

21. PROPERTY DAMAGED: NATURE OF DAMAGE:
ESTIMATED AMOUNT (TOTAL): $25,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:
   No recommendations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

   Lessee failed to perform all operations in a safe and workmanlike manner while running riser with the gantry crane and spreader bar in the following ways:

   1. The communication between the Flagger and Roustabouts (who was also spotting the load) did not provide the necessary effectiveness to prevent the Crane Operator from damaging equipment and losing control of the lifting equipment.

   2. Crew members deviated from the established steps used to mitigate hazards of equipment damage while running riser with the gantry crane spreader bar while properly placing the riser in the saddle of the Catwalk Machine.

   3. The Crane Operator failed to ensure proper position of the riser joint was in the centerline of the vessel over the keel prior to making any adjustment Forward or Aft with the riser joint.

25. DATE OF ONSITE INVESTIGATION:
   20-MAR-2017

26. ONSITE TEAM MEMBERS:
   James Holmes / David Kearns / Perry Brady / Casey Conklin /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

30. DISTRICT SUPERVISOR:
   Stephen P. Martinez

APPROVED DATE: 20-APR-2017