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EV2010R

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: 05-FEB-2016   Time: 0640   Hours

2. Operator: Fieldwood SD Offshore LLC
   Representative:
   Telephone:
   Contractor: Fluid Crane and Construction
   Representative:
   Telephone:

3. Operator/Contractor Representative/Supervisor
   On Site at Time of Incident:

4. Lease:
   Area: EB
   Latitude:
   Block: 160
   Longitude:

5. Platform: A-Cerveza
   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
   ☑ Structural Damage
     Crane
     Other Lifting Device
     Damaged/Disabled Safety Sys.
     Incident >$25K
     H2S/15MIN./20PPM
     Required Muster
     Shutdown from Gas Release
     Other

8. Operation:
   ☑ Production
   ☑ Drilling
   ☑ Workover
   ☑ Completion
   ☑ Helicopter
   ☑ Motor Vessel
   ☑ Pipeline Segment No.
   ☑ Other Decommissioning P&A

9. Cause:
   ☑ Equipment Failure
   ☑ Human Error
   ☑ External Damage
   ☑ Slip/Trip/Fall
   ☑ Weather Related
   ☑ Leak
   ☑ Upset H2O Treating
   ☑ Overboard Drilling Fluid
   Other

10. Water Depth: 935 FT.

11. Wind Direction: NE
    Speed: 5 M.P.H.

12. Current Direction: N
    Speed: 2 M.P.H.

13. Sea State: FT.

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23-JUN-2016
On February 5, 2016, the Crane Operator was performing his daily pre-use inspection on the temporary crane that had been installed. While checking the anti-two block safety system (Cranesmart) for the main block, the system failed to deactivate. The Crane Mechanic on board the platform advised the Crane Operator to lower the boom to see if the system's activation signal would clear. By putting the Cranesmart in bypass, the boom descended, and while being lowered the auxiliary wedge socket assembly and ball and hook made contact with the boom tip causing the load cell, ball and hook to fall into the Gulf of Mexico.

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

Crane Operator failed to ensure the auxiliary line was played out so the wedge socket and ball would not come in contact with the boom tip while lowering the crane boom.

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

None

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED: Wedge socket, load cell, ball, hook

NATURE OF DAMAGE: Parting of the auxiliary line.

ESTIMATED AMOUNT (TOTAL): $1,648

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Lake Jackson District has no recommendations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

On February 5, 2016, the Crane Operator was performing his daily pre-use on the temporary crane that had been installed. While checking the anti-two block safety system (Cranesmart) for the main block the system failed to deactivate. The Crane Mechanic onboard the platform advised the Crane Operator to lower the boom to see if the system's activation signal would clear. By putting the Cranesmart in bypass, the boom descended and while being lowered, the auxiliary wedge socket assembly and...
ball and hook made contact with the boom tip causing the load cell, ball and hook to fall into the Gulf of Mexico.

At the time of the investigation, it was found the lessee failed to perform all operations in a safe and workmanlike manner and provide for the preservation and conservation of property and the environment in the following way:

1. Lessee failed to ensure platform personnel operated the temporary crane safely to prevent damage to equipment.

2. Crane Operator failed to ensure the auxiliary line was played out so the wedge socket and ball would not come in contact with the boom tip while lowering the crane boom. This caused the auxiliary line to part, dropping the swedge socket, load cell, ball and hook into the Gulf of Mexico.

25. DATE OF ONSITE INVESTIGATION:
   10-FEB-2016

26. ONSITE TEAM MEMBERS:
    James Holmes / John Orsini / Edward Keown

29. ACCIDENT INVESTIGATION PANEL FORMED:
    NO

30. DISTRICT SUPERVISOR:
    John McCarroll

APPROVED DATE: 22-JUN-2016

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