

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: 01-JAN-2016 TIME: 0300 HOURS

2. OPERATOR: Fieldwood Energy LLC

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

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

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

6. OPERATION:

4. LEASE: G01953

AREA: WC LATITUDE:

BLOCK: 144 LONGITUDE:

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

5. PLATFORM: 10 & 12

RIG NAME:

6. ACTIVITY: EXPLORATION(POE)
 DEVELOPMENT/PRODUCTION
(DOCD/POD)

8. CAUSE:

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER _____

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

9. WATER DEPTH: 45 FT.

10. DISTANCE FROM SHORE: 22 MI.

11. WIND DIRECTION: NE
SPEED: 23 M.P.H.

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

13. SEA STATE: 7 FT.

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

On January 1, 2016, at approximately 3:30am a vessel collision occurred at Fieldwood Energy's West Cameron 144 #10 and #12 facility. The Motor Vessel Port Eads, a 160 foot work boat, was inbound to Cameron, LA when it collided with the unmanned twin caisson single jacket platform. The platform's two wells were in Completion Status but was shut-in at the time. It was raining and the waves ranged from 5-7 feet. There were no injuries reported but both the vessel and the platform sustained damage. The vessel was damaged in the port upper bow area (a large scrape, with puncture to hull). The platform was knocked partially over, to a listing condition. The USCG is conducting an investigation to determine the cause of the event. The BSEE Lake Charles District conducted a fly-over of the structure on January 4, 2016. A BSEE Inspector visually confirmed and digitally documented that the collision had occurred and that there were no signs of pollution near the incident.

On January 18, 2016, the Motor Vessel Trident Crusader performed an underwater survey of the structure. The following is an excerpt from their report related to the findings:

5. DESCRIPTION OF FINDINGS

As a result of the diver inspection performed on the subsea structure the following was identified by divers:

WC 144 #10 and #12 Platform

1) Dive #14 - J. Pickett:

- Natural Bottom -48'
- Platform Horizontals at +10', -18' and -46'
- Heavy marine growth
- A2 leg - No damage found
- B2 leg - No damage found
- A1 leg - No damage found
- Weldon anode at -32' deleted 60%
- Horizontal member at -18' between A1 leg and B1 leg
- Damage located approximately 15' from A1 leg
- 12" x 18" hole at the 12 o'clock position
- Horizontal is ripped and twisted
- Weldon anode deleted 100%
- Hanging anode cable rubbing 2" x 4' scrap inboard side
- B1 leg - Damage found at -18' node
- Horizontal from A1 to B1 connected - no damage
- Horizontal Diagonal from B1 to A2 has break from 12-11 o'clock with approximately 1" separation
- Horizontal from B1 to B2 has break from 3-9 o'clock with approximately 1-1/2" separation
- Diagonal from B1 up to B2 (+10') has break from 11-2 o'clock with approximately 1" separation and a 4" deep buckle at 6 o'clock
- B1 leg is ripped open inboard side at -20' from 2-10 o'clock and is separated approximately 14". Drive pile inside leg is visible.
- B1 leg has 2' x 2' buckle on the outboard side

2) Dive #15 - D. Williams:

- North Well - No subsea support found - Conductor Collar found at -33'
- Debris recovered - Handrail, grating, ladder, and shrimp net
- 4" pipeline exposed and off bottom 3 feet for 37' out from structure
- Existing reflector buoys found on pipeline - Sonar Shots Taken

Permits to temporarily abandon the wells, flush/fill and abandon the pipeline, decommissioning and removal of the structure were submitted to BSEE. The work is

tentatively set for June of 2016.

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

To be determined by the USCG

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

To be determined by the USCG

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

Platform structural components

NATURE OF DAMAGE:

Knocked partially over, to a listing condition

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The Lake Charles District has no recommendations for the Office of Incident Investigations.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **NO**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

04-JAN-2016

26. ONSITE TEAM MEMBERS:

Darron Miller /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Mark Osterman

YES

APPROVED

DATE:

02-JUN-2016

For Public Release

COLLISION ATTACHMENT

1. STRUCTURE MANNED: **NO**
2. OPERATING NAVIGATIONAL AIDS: **NO**
3. FAIRWAY LOCATION CONTRIBUTING FACTOR: **YES**
4. NAME OF VESSEL: **Motor Vessel Port Eads**
5. OWNER OF VESSEL:
6. TYPE OF VESSEL: **Work Boat**
7. MASTER OF VESSEL:
8. PILOT OF VESSEL:
9. ESTIMATED AMOUNT OF DAMAGE TO VESSEL: **\$98,000**