

UNITED STATES DEPARTMENT OF THE INTERIOR
 MINERALS MANAGEMENT SERVICE
 GULF OF MEXICO REGION
ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **16-JUN-2006** TIME: **0830** HOURS

2. OPERATOR: **Remington Oil and Gas Corporation**

REPRESENTATIVE: **Amy Fell**
 TELEPHONE: **(337) 593-9420**

CONTRACTOR: **ROWAN DRILLING**
 REPRESENTATIVE: **Jessie Rockett**
 TELEPHONE: **(832) 462-7507**

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

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

Robert Fruge

6. OPERATION:

4. LEASE: **G22688**

AREA: **EI** LATITUDE:
 BLOCK: **391** LONGITUDE:

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

5. PLATFORM:

RIG NAME: **ROWAN GORILLA II**

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

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

- 9. WATER DEPTH: **398** FT.
- 10. DISTANCE FROM SHORE: **123** MI.
- 11. WIND DIRECTION: **SSE**
 SPEED: **15** M.P.H.
- 12. CURRENT DIRECTION: **ESE**
 SPEED: **5** M.P.H.
- 13. SEA STATE: **3** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

At approximately 0830 hours on June 16, 2006, a 90 bbl well test tank was dropped into the OCS waters due to a crane failure. The 90 bbl test tank was being lifted from the work boat M/V Southern River to the drilling rig Rowan Gorilla II by the drilling rig bow LeTourneau PCM-350 SS crane. The lift was approximately 65 feet above the M/V Southern River when the crane fast line cable parted dropping the tank.

The tank struck the starboard aft quarter of the workboat then landed into the water. The tank floated away from the workboat and rig in a northeasterly direction for approximately 250 yards and sank. There were no injuries and no hydrocarbon pollution associated with this incident. The 90 bbl test tank, fast line ball and hook, and a section of cable were dropped as a result of the fast line cable being severed due to an inoperable crane limit switch.. For further clarification, it should be noted that the fast line ball did not make contact with the crane boom sheave. The fast line cable was severed as a result of a combination of the crane limit switch counter weight can being pulled into the crane boom sheave and the failure of the crane limit switch. The counter weight can was apparently lifted into the crane boom sheave by either a burr on the fast line cable or due to excessive tar build up on the counter weight can. The crane limit switch failed due to excessive corrosion on the limit switch wiring.

NOTE: The crane limit switch is a crane saver similar to an anti-two-block device which is designed to shut down a crane prior to allowing the fast line ball to make contact with the crane boom sheave.

The counter weight can is a weighted device that holds the limit switch in position below the crane boom sheave. The counter weight can is holed to allow through passage of the fast line cable.

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

Crane limit switch failure due to corrosion on the limit switch wiring.

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

The counter weight can was pulled into the boom sheave by either a burr on the fast line cable or excessive tar build up on the can.

21. PROPERTY DAMAGED:

90 bbl well test tank
Fast line ball and crane hook
Fast line cable

NATURE OF DAMAGE:

Failed limit switch
Fast line cable parted
90 bbl well test tank
Fast line ball and crane hook dropped
overboard.

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

Remington Oil & Gas recommendations are to:

Install a safety collar on the fast line to prevent cable wedging into the boom sheave;
and install a safety switch on the fast line drum to monitor the number of wraps collecting on the drum.

The Lafayette District concurs with the recommendations made by Remington and makes no further recommendations to Remington, Rowan, or the Office of Safety Management.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

N/A

25. DATE OF ONSITE INVESTIGATION:

19-JUN-2006

26. ONSITE TEAM MEMBERS:

Johnny Serrette / Ron Ashford /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Elliott Smith

APPROVED

DATE: **03-AUG-2006**