

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

1. OCCURRED

DATE: **03-NOV-2007** TIME: **2015** HOURS

2. OPERATOR: **Union Oil Company of California**

REPRESENTATIVE: **Matthews, Justin**

TELEPHONE: **(337) 989-3435**

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

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

4. LEASE: **G01034**

AREA: **SS** LATITUDE:

BLOCK: **266** LONGITUDE:

5. PLATFORM: **A**

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

- LWC  HISTORIC BLOWOUT  
 UNDERGROUND  
 SURFACE  
 DEVERTER  
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

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

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

6. OPERATION:

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

8. CAUSE:

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

9. WATER DEPTH: **180** FT.

10. DISTANCE FROM SHORE: **53** MI.

11. WIND DIRECTION: **N**  
SPEED: **18** M.P.H.

12. CURRENT DIRECTION: **N**  
SPEED: **1** M.P.H.

13. SEA STATE: **5** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

At 1800 hours, the night shift crane operator was offloaded from the boat onto Ship Shoal 266 Platform A by the day shift crane operator. They swapped seats without shutting down the crane and the night shift operator completed offloading the day shift operator onto the boat to return to Ship Shoal 266 Platform B. At 1830 hours, the crane was used to lift a fuel storage tank and fill the crane power pack and the primary fuel filters were changed. At 2015 hours, the crane operator conducted a pre-use inspection of the crane and lowered two riggers onto the boat with the personnel basket and then lifted the basket back up to the platform. A 4 foot by 10 foot cargo basket, weighing 2500 pounds, was lifted with the auxiliary line and lowered to the boat. When the lift was approximately 15 to 20 feet from the boat deck, the auxiliary winch failed, started to freewheel and the basket fell to the deck and the line continued unspooling. The auxiliary line was cut by personnel on the boat because the winch would not turn up or down.

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

The operator's investigation revealed that the winch was mounted off center, creating a side load affect. The torque on the shaft caused abnormal wear. Also, when the winch was taken apart, it was noted that there was a shortage of gear oil in the winch. It was also noted that the input shaft was 7/8" shorter than the specifications called for. The shaft showed signs of wear.

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

None

20. LIST THE ADDITIONAL INFORMATION:

N/a

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

**Auxiliary winch**

ESTIMATED AMOUNT (TOTAL): **\$3,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

**Due to the specific nature of this incident, the Houma District has no recommendations to report to the Regional Office.**

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

**None**

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

**Amy Wilson /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**Michael J. Saucier**

APPROVED

DATE: **13-DEC-2007**