

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

1. OCCURRED

DATE: **24-MAY-2008** TIME: **1400** HOURS

2. OPERATOR: **Eni US Operating Co. Inc.**

REPRESENTATIVE: **Tuttle, Steve**

TELEPHONE: **(504) 593-7193**

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: **G19996**

AREA: **MC** LATITUDE:

BLOCK: **773** LONGITUDE:

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

5. PLATFORM: **A(DEVILS TOWER**

RIG NAME:

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

8. CAUSE:

7. TYPE:

- HISTORIC INJURY
 - REQUIRED EVACUATION
 - LTA (1-3 days)
 - LTA (>3 days)
 - RW/JT (1-3 days)
 - RW/JT (>3 days)
 - Other Injury

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

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

9. WATER DEPTH: **5610** FT.

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

10. DISTANCE FROM SHORE: **98** MI.

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

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

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

13. SEA STATE: FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On May 24, 2008, at 1400 hours on Eni US Operating Co. Inc's., Lease OCS-G 19996, Mississippi Canyon (MC) Block 773, Platform A - Devil's Tower, a Turbine Exhaust weighing 5,000 lbs was dropped 20 feet to the top deck during a lifting procedure. During the lift, the double web slings used to make the lift failed when they were cut by the Turbine Exhaust's deflector tip. The Turbine Exhaust fell, striking the corner of a cargo basket causing minimal damage to the exhaust and cargo basket. There were no injuries as a result of the incident.

On May 24, 2008, the crew performed a JSA. It included removing the Turbine exhaust from its support rack to change out the expansion bellows on the bottom of the exhaust. Subsequent to the initial exhaust insulation being installed, the pad eyes were covered and not visible. With no visible pad eyes to make the lift, the decision was made to perform the lift using a double set of web slings, and choking it around the upper flange near the exhaust deflector tip. The lift was made and the bellows were changed with no noticeable problems. Another lift was made to re-install the exhaust, when apparently a sharp edge on the deflector tip managed to cut into the web slings. This caused the slings to fail and the exhaust fell approximately 20 feet onto the top deck. The exhaust fell on the corner of a cargo basket causing corner damage to the basket. The chalk type insulation on the exhaust cushioned the strike, causing minimal denting damage to the exhaust. After removing all of the insulation chalk and sheet metal during clean-up, the crew noticed there were 2 pad eyes welded on the side exhaust to make a safe lift. The exhaust weight was 5,000 lbs and the slings used were rated for 20,000 lbs. The date of certification on the slings was December 27, 2007.

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

Human Error and Equipment Failure

No visible pad eyes for proper lifting.
Improper use of web sling instead of steel slings.

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

Turbine Exhaust and Cargo Basket

NATURE OF DAMAGE:

**Turbine Exhaust, dented.
Cargo Basket damage to the corner of the
basket.**

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The New Orleans District makes no recommendations to MMS.

The New Orleans District concurs with the operator's recommendations to prevent recurrence:

1) Always use steel slings for this type of lift. Never use a web sling to choke around anything that may have sharp edges.

2) Re-insulate the exhaust with cloth type insulation and leave pad eyes visible. Cut out insulation on the exhausts and expose the pad eyes in the event that the unit is ever pulled in the future.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

No onsite investigation.

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

30. DISTRICT SUPERVISOR:

Troy Trosclair

APPROVED

DATE: **11-JUN-2008**