

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

1. OCCURRED

DATE: 18-JUN-2005 TIME: 1700 HOURS

2. OPERATOR: LLOG Exploration & Production Company

REPRESENTATIVE: J. R. Routh

TELEPHONE: (713) 948-3973

3. LEASE: G03019

AREA: MU LATITUDE: 27.7223

BLOCK: 757 LONGITUDE: -96.601195

4. PLATFORM:

RIG NAME: DIAMOND OCEAN SUMMIT

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

6. TYPE: FIRE
 EXPLOSION
 BLOWOUT
 COLLISION
 INJURY NO. 1
 FATALITY NO. 0
 POLLUTION
 OTHER

7. OPERATION: PRODUCTION
 DRILLING
 WORKOVER
 COMPLETION
 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: 148 FT.

10. DISTANCE FROM SHORE: 28 MI.

11. WIND DIRECTION: NNE
SPEED: 6 M.P.H.

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

13. SEA STATE: FT.

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

Ricky Trahan

CITY: STATE:

TELEPHONE:

CONTRACTOR:

CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:

William Meriwether

CITY: Port Barre STATE: LA

TELEPHONE: (337) 942-4616

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

MMS was informed of the accident after the Drilling Rig had moved to another lease. This accident took place while installing a temporary flare boom on the MODU Diamond Ocean Summit. There are no direct regulations for third party well testing, either equipment or personnel.

The crane was supporting the temporary flare boom while the support cables and the pedestal were being welded to the deck. After the installation, the crane slacked off of approximately 3-5 feet of cable, and a well testing employee was asked to test the boom. The method of testing the flare boom is to have a man walk out on the flare boom and jump up and down several times to test the integrity of the installation. The flare boom has hand rails and grading walkway that extend approximately 80 feet, all the way out to the flare tip or head. The well testing employee walked out to the end cat walk of the boom where he tested the boom by jumping up and down on the boom several times. He was then informed to fix the burner shield because it was crooked and to disconnect the crane slings. He first stepped over the hand rail with only a work vest on and without fall protection to fix the burner. The weld on the pedestal support failed causing the boom to drop approximately 3-5 feet taking up the slack on the crane load line. This violent shaking of the flare boom caused well testing employee to lose his grip and balance and fall some 95 feet in to the water. The work boat was close by, and they threw a life ring and came along side where he climbed the ladder on to the work boat.

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

The use of personnel as test subjects jumping up and down on an 80 foot flare boom, and the failure of the well testing employee to wear fall protective gear before he crossed over the handrails of the flare boom.

NOTE: Many in the Well Testing Industry, when asked to test the flare boom refuse to wear fall protective equipment when there is a chance of the flare boom failing, and they do not want to be dragged to the ocean floor with the equipment.

Service personnel routinely must go out on the flare boom to re-light the burner as there are no reliable flare boom igniters in this industry.

They must climb out on the flare boom for rigging up and rigging down the flare burner.

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

Jumping up and down on the extended part of the flare boom created stress on the pedestal that was welded to the deck of the MODU.

The weld broke causing the boom to fall 3-5 feet caught only by the rig crane, causing a failure of the primary load-bearing components of the flare boom system.

21. PROPERTY DAMAGED:

N/a

NATURE OF DAMAGE:

N/A

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The Lake Jackson District recommends that a Safety Alert be sent to inform everyone about the risks involved with Rigging up temporary flare booms for well testing. At the present time MMS has no regulations on temporary Well Testing equipment including temporary flare booms, or requirements for a temporary installation. Some of the risks involved include: testing the stability and the reliability of the flare boom and a reliable automatic flare igniter, to eliminate personnel from going out on the flare boom.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **YES**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

Z-106 Safety harnesses and lifelines not worn to prevent personel from falling.

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Ed Smith

APPROVED

DATE: **03-AUG-2005**

INJURY/FATALITY/WITNESS ATTACHMENT

<input type="checkbox"/>	OPERATOR REPRESENTATIVE	<input checked="" type="checkbox"/>	INJURY
<input type="checkbox"/>	CONTRACTOR REPRESENTATIVE	<input type="checkbox"/>	FATALITY
<input checked="" type="checkbox"/>	OTHER <u>Well Testing employee</u>	<input type="checkbox"/>	WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE:

YEARS

EMPLOYED BY: **Stric-Lan Corporation / 21672**

BUSINESS ADDRESS: **104 Sable Street**

CITY: **Duson**

STATE: **LA**

ZIP CODE: **70529**