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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

   DATE: **25-JUL-2005** TIME: **1930** HOURS

2. OPERATOR: **Bois d'Arc Offshore Ltd.**

   REPRESENTATIVE: **Toby Trosclair**

   TELEPHONE: **(985) 631-3278**

3. LEASE: **00064**

   AREA: **SS** LATITUDE:

   BLOCK: **114** LONGITUDE:

4. PLATFORM: **L**

   RIG NAME

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

6. TYPE: [ ] FIRE
   [ ] EXPLOSION
   [ ] BLOWOUT
   [ ] COLLISION
   [ ] INJURY NO. **0**
   [ ] FATALITY NO. **0**
   [ ] POLLUTION
   [X] OTHER **Crane Failure**

7. OPERATION: [X] PRODUCTION
   [ ] DRILLING
   [ ] WORKOVER
   [ ] COMPLETION
   [ ] MOTOR VESSEL
   [ ] PIPELINE SEGMENT NO. _____
   [ ] OTHER _____

8. CAUSE: [X] EQUIPMENT FAILURE
   [X] HUMAN ERROR
   [ ] EXTERNAL DAMAGE
   [ ] SLIP/TRIP/FALL
   [ ] WEATHER RELATED
   [ ] LEAK
   [ ] UPSET H2O TREATING
   [ ] OVERBOARD DRILLING FLUID
   [ ] OTHER _____

9. WATER DEPTH: **52** FT.

10. DISTANCE FROM SHORE: **20** MI.

11. WIND DIRECTION: **N**

    SPEED: **5** M.P.H.

12. CURRENT DIRECTION: **N**

    SPEED: **1** M.P.H.

13. SEA STATE: **1** FT.

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

    Patrick Trahan

    CITY: **Gibson** STATE: **LA**

    TELEPHONE: **(985) 918-3612**

    CONTRACTOR: **Dynamic Industries, Inc.**

    CONTRACTOR REPRESENTATIVE/
    SUPERVISOR ON SITE AT TIME OF INCIDENT:

    Robert Moore

    CITY: **Harvey** STATE: **LA**

    TELEPHONE: **(504) 363-5900**

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

A Crane accident occurred on July 25, 2005 on Platform L at 0700 hours while lifting a small portable pressure washer from the top production deck. The Crane Operator had the boom at approximately a 45 to 60 degree angle at the start of the lift. After hoisting the load about one foot off the deck, he began to boom up as part of the lifting procedure. Almost immediately there was a loud noise and the pressure washer (load) swung toward the Crane's base. The boom fell backward until it came to rest horizontally upside down behind the pedestal over the edge of the platform. The cylinder rod was pulled out of the cylinder and all end plate bolts were severed.

There were no injuries and no pollution as a result of this crane accident.

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

Based upon the location of the pressure washer prior to the lift, the fact it was lifted about one foot off the deck by the hoist, the boom was used to continue the lift, and the resting place of the pressure washer hanging on the front of the Crane's can (approximately 1.5 ft.), the conclusion is the boom was higher and moved quicker than assumed by the operaror. The inertial movement and weight of the boom caused it to break the bolts on the cylinder end cap due to improper fast operation under the circumstances. The boom was lifted too high and too fast thus exceeded the maximum angle limit and fell over backward. The bolts that were broke were eight 2.5-inch long,5/8-inch diameter, grade 8. They broke one inch below the head.

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

There are no contributing causes of this Crane accident.

20. LIST THE ADDITIONAL INFORMATION:

The Nautilus Hydraulic Crane Model #35B3-40, Serial #038803C was built by Applied Hydraulic Systems, Inc. in June 1988 for Odeco. API Spec 2C: Specification for Offshore Cranes was followed in the design and construction of the Crane. All appropriate and timely inspections by onsite personnel and third party crane company was met prior to the incident according to records on location.The Crane Operator was qualified with a current 30 Ton certification from Consulting & Safety Specialist, Inc dated July 22, 2005 thru July 22, 2007. He has been operating Cranes for over 5 years.

The luffing cylinder counterbalance valve and piping was inspected by Excell Crane & Hydraulic, Inc. on July 29, 2005 and found to be clear and clean. The Crane company engineer believes that no pressure build up within the cylinder could have occurred to blow the end cap off the cylinder.

Broken pieces of the bolts recovered from the end cap were tested at Partek Laboratories in Houma, La. on August 1, 2005. All bolts tested within the SAE J429-Gr.8 requirements.

At the extreme angle this crane is capable of obtaining (81 degrees) and under light load operation conditions caution should be taken. Under Crane Operation in the Crane manuel, a caution statement reads "During operation, the lever should be metered slowly when starting or stopping an operation to prevent harsh stresses on hydraulic system and equipment."

21. PROPERTY DAMAGED: NATURE OF DAMAGE:

Crane hydraulic cylinder, end cap bolts, crane boom **damaged and needs to be replaced**

ESTIMATED AMOUNT (TOTAL): **$130,000**

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

MMS recommendation is that a safety alert be issued describing the incident with brief summary of causes and what can be done to prevent recurrence.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

This Crane accident is a violation of 30 CFR 250.107(a). An Incident of Non-Compliance (INC) was issued. The INC reads as follows:" On July 25, 2005, crane operations on the "L" Platform was not being conducted in a safe manner. While lifting a small pressure washer the boom went over backward."Near Miss""

25. DATE OF ONSITE INVESTIGATION:

26-JUL-2005

26. ONSITE TEAM MEMBERS:

Kelly Bouzigard / Freddie L. Mosely /

29. ACCIDENT INVESTIGATION PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED

DATE: **09-NOV-2005**