

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 18-MAR-2006 TIME: 1900 HOURS

2. OPERATOR: Shell Deepwater Production Inc.

REPRESENTATIVE: Phil Smith

TELEPHONE: (504) 728-4252

3. LEASE: G06896

AREA: VK LATITUDE:

BLOCK: 956 LONGITUDE:

4. PLATFORM: A-Ram Powell

RIG NAME

5. ACTIVITY: EXPLORATION(POE)

DEVELOPMENT/PRODUCTION (DOCD/POD)

6. TYPE: FIRE

EXPLOSION

BLOWOUT

COLLISION

INJURY NO. _____

FATALITY NO. _____

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: 3216 FT.

10. DISTANCE FROM SHORE: 55 MI.

11. WIND DIRECTION: E

SPEED: 55 M.P.H.

12. CURRENT DIRECTION: ENE

SPEED: 3 M.P.H.

13. SEA STATE: 3 FT.

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

Allen Turner

CITY: New Orleans STATE: LA

TELEPHONE: (504) 728-1011

CONTRACTOR: Helmerich & Payne

CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:

CITY: STATE:

TELEPHONE:

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On March 18, 2006, at -7:30 p.m. the Ram-Powell drilling module crane (#3- Seatrax) was moving a 500 gallon tri-ethylene glycol transporter to the tote storage area on the NE corner of the upper deck. As the crane operator was booming down to place the load, the boom wire broke causing the boom to fall across the drilling rig catwalk and onto the platform deck below. The tote tank ruptured and the boom jib tip punctured the upper deck skid pan. The glycol was collected by the lower deck skid pans and processed through the water sump before being discharged through the emergency sump. No sheen or platform upsets were reported. The lost glycol was valued at \$4735.50.

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

Cable wear in the "stress zone" [exposed segment of rope that repeatedly travels back and forth over the sheaves] caused interior lubrication to break down. The inside of the rope dried out allowing moisture to get in and interior corrosion to occur resulting in the failure of the cable. This allowed the tote tank to free fall to the deck rupturing the tank spilling glycol to a deck skid pan, the glycol was processed through the sump system before discharging in the Gulf.

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

Lubricant did not effectively penetrate the cable because of the compact windings.

Broken core strands are not visually detectable because they can't find their way to the outside.

The stiffness of the high strength cable causes broken outer strands to remain laid down making them difficult to visually identify.

Relatively flat fatigue curve (compared to softer cables) means cable does not elongate very much before reaching its failure point.

21. PROPERTY DAMAGED: 500 gallons of tri-ethylene glycol
NATURE OF DAMAGE: Lost overboard

ESTIMATED AMOUNT (TOTAL): \$4,736

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

No Recommendation to MMS.

The New Orleans District concurs with Shell's recommendation to prevent recurrence.

High strength, crush resistant wire rope will be replaced every 6 months on heavy usage cranes (Ram Powell #3 Seatrax crane) and every 12 months on light usage cranes.

Detailed call-up lists for high strength wire rope will be developed based on the investigation findings

Look for alternative high strength, crush resistant cable that can be more effectively lubricated or has better corrosion resistant properties.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

21-MAR-2006

26. ONSITE TEAM MEMBERS:

Phil McLean /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

FPAusina for TTrosclair

APPROVED

DATE: 17-MAY-2006

