

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

1. OCCURRED
 DATE: **13-FEB-2009** TIME: **1000** HOURS

2. OPERATOR: **W & T Offshore, Inc.**
 REPRESENTATIVE: **Salter, Jeff**
 TELEPHONE: **(504) 210-8167**
 CONTRACTOR:
 REPRESENTATIVE:
 TELEPHONE:

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

4. LEASE: **G13079**
 AREA: **EW** LATITUDE:
 BLOCK: **910** 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 **Air Tugger**
- 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 **Construction**

8. CAUSE:

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

9. WATER DEPTH: **549** FT.

10. DISTANCE FROM SHORE: **72** MI.

11. WIND DIRECTION: **ESE**
 SPEED: **17** M.P.H.

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

13. SEA STATE: **4** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

The crew was attempting to remove a storm damaged MCC building from the platform to a crew boat using four 10K Tuggers and two 4K tuggers. There was no structural support on top of the building to install cable guides and the lifting eyes were on the bottom of the building. The 4 ; 10 K tuggers were rigged to each corner and the 2 ; 4 K tuggers were for backup and to control the movement. Snatch blocks were rigged overhead and over the water to lower the building in a straight descent to the boat. The plan was to skid the building off the side of the platform and lower to the boat. The building was being skidded off the platform. As the center of the building crossed the last beam of the deck, the building became top heavy and rolled over (bottoms up) and it struck a scaffolding set on the next deck down knocking the scaffolding ;peg; boards overboard. One of the corner 10K air tugger cables parted from the shock loading of the roll. Once the building was stabilized, the supervisor lowered the building to the crew boat securely and with no other incidents.

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

The positioning of the lifting eyes.

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

The air tuggers were not at full power due low air pressure. Compressed air volume was inadequate to support usage. Also, an air tugger cable parted due to shock loading. Low air pressure reduced holding capacity and brakes were not holding.

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

P 2"X6" aluminum scaffolding peg boards were knocked overboard. The building was not damaged and was to be discarded.

ESTIMATED AMOUNT (TOTAL): **\$5,000**

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:

n/a

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

Casey Bisso /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE: **24-MAR-2009**