

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

1. OCCURRED  
 DATE: **13-FEB-2009** TIME: **1012** HOURS

2. OPERATOR: **Shell Offshore Inc.**  
 REPRESENTATIVE: **DiCarlo, Theresa**  
 TELEPHONE: **(504) 728-6237**  
 CONTRACTOR:  
 REPRESENTATIVE:  
 TELEPHONE:

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

4. LEASE: **G04240**  
 AREA: **ST** LATITUDE:  
 BLOCK: **300** 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  
 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 **Cranes and 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: **337** FT.

10. DISTANCE FROM SHORE: **60** MI.

11. WIND DIRECTION: **ESE**  
 SPEED: **13** M.P.H.

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

13. SEA STATE: FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

Shell initially reported that, while lowering a capsule winch (further referenced as load), the load appeared to have struck an external level control column on the Popeye subsea separator. When the load struck the level column, a bull plug was dislodged from the top of the level control column resulting in gas venting from the top of the column (approximately 1.532 SCF). While the gas was venting, the internal level control float appears to have risen and stopped the gas venting from the top of the level control column by plugging off the hole at the top of the control column. Upon hearing the escaping gas, the operations team activated the ESD and mustered. No actual witnesses saw the load strike and there were no injuries. After further investigation, Shell believes that the tagline wrapped around the bull plug assembly rather than the load striking the bull plug, as was initially reported. The investigation has revealed that the crane and the load were idle at the time of the incident. There was tension on Tagline #1 while Tagline #2 potentially wrapped around the bull plug assembly.

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

At this time, Shell feels like a tagline wrapped around the bull plug assembly; the bull plug was tightened to 2 threads. Shell thinks that the load was being repositioned using the second tagline, the other tagline unknowingly became entangled with the bull plug.

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

(1) The bull plug was tightened to 2 threads. (2) A change to the lifting plan was not properly communicated to all that were involved.

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED: NATURE OF DAMAGE:  
Equipment damage was torque tubes, linkage, bolts, and gaskets. Damage was limited to Level Control Column internals.

ESTIMATED AMOUNT (TOTAL): \$892

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: 28. ACCIDENT CLASSIFICATION:

MINOR

26. ONSITE TEAM MEMBERS:

Casey Bisso /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

27. OPERATOR REPORT ON FILE: NO

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE: 11-MAY-2009