

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
PACIFIC OCS REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 07-JUN-2009 TIME: 1645 HOURS

2. OPERATOR: Exxon Mobil Corporation
REPRESENTATIVE:
TELEPHONE:
CONTRACTOR:
REPRESENTATIVE:
TELEPHONE:

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

4. LEASE: P00182
AREA: SM LATITUDE:
BLOCK: 6683 LONGITUDE:

5. PLATFORM: HERITAGE
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 ITEM LOST OVERBOARD

6. OPERATION:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- 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: 1075 FT.
10. DISTANCE FROM SHORE: 6 MI.
11. WIND DIRECTION:
SPEED: M.P.H.
12. CURRENT DIRECTION:
SPEED: M.P.H.
13. SEA STATE: FT.
14. PICTURES TAKEN: YES
15. STATEMENT TAKEN: NO

17. INVESTIGATION FINDINGS:

On June 7, 2009, the supply vessel Toby Tide was transferring cargo at Heritage Platform. The crane operator lowered a mud cuttings bin from the platform to the work boat using a single line crane stinger and hook. The crane next picked up a 12' x 4' completion basket from the boat using the same single line crane stinger and hook. The completion basket came off the boat and was approximately 100' into the air when one set of the basket slings disengaged from the crane stinger hook. The basket hung in a vertical position allowing 58 of the 73 items (pipe subs) to spill out into the ocean.

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

The crane operator did not take the time to change from a single line stinger and hook to two stingers and two hooks to make this lift. The use of a single line and hook resulted in a shallower sling angle from the hook to the basket. This caused one set of the basket slings to disengage from the crane stinger hook.

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

The vessel deck hands (riggers) did not recognize the incorrect basket sling angles created when they hooked the basket rigging to the single line and hook.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

Unknown

NATURE OF DAMAGE:

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Follow proper rigging procedures for the type of lift being performed.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

Improper Rigging and Rigger certification had expired.

25. DATE OF ONSITE INVESTIGATION:

09-MAY-2009

28. ACCIDENT CLASSIFICATION:

MINOR

26. ONSITE TEAM MEMBERS:

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

Louis Fernandez /

OCS REPORT:

30. DISTRICT SUPERVISOR:

Phillip R. Schroeder

27. OPERATOR REPORT ON FILE: **YES**

APPROVED

DATE: 07-OCT-2009

