

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 04-MAY-2003 TIME: 0740 HOURS

2. OPERATOR: Aera Energy LLC

REPRESENTATIVE:
TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:
TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER Crane Accident

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

6. OPERATION:

4. LEASE: P00301

AREA: LB LATITUDE:
BLOCK: 6488 LONGITUDE:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER

5. PLATFORM: EUREKA

RIG NAME:

6. ACTIVITY: EXPLORATION (POE)
 DEVELOPMENT/PRODUCTION (DOCD/POD)

8. CAUSE:

7. TYPE:

- HISTORIC INJURY
 - REQUIRED EVACUATION
 - LTA (1-3 days)
 - LTA (>3 days)
 - RW/JT (1-3 days)
 - RW/JT (>3 days)
 - Other Injury

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

- FATALITY 0
- POLLUTION
- FIRE
- EXPLOSION.

9. WATER DEPTH: 700 FT.
10. DISTANCE FROM SHORE: 9 MI.

- LWC HISTORIC BLOWOUT
 UNDERGROUND
 SURFACE
 DEVERTER
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

11. WIND DIRECTION: _____
SPEED: M.P.H.
12. CURRENT DIRECTION: _____
SPEED: M.P.H.

COLLISION HISTORIC >\$25K <=\$25K 13. SEA STATE: FT.

14. PICTURES TAKEN: NO

15. STATEMENT TAKEN: NO

17. INVESTIGATION FINDINGS:

Boom Pawl was not engaged. Had the boom Pawl been engaged, slippage of the boom hoist clutch would not have allowed the boom to fall resulting in the failure of the live mast.

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

Boom pawl was not engaged by operator. With mechanical cranes the potential for clutch slippage is generally present especially during heavy rain or foggy conditions. These weather conditions existed and contributed to this incident.

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

In reviewing the reason for the boom hoist clutch becoming wet, it was determined that preventive maintenance activities need improvement as they relate to maintaining the crane house seals.

20. LIST THE ADDITIONAL INFORMATION:

Operator estimated that it cost \$110,000 to recover the boom. This amount is not included in the total damage reported in item 21 of this report. Clean Coastal Waters (CCW) was on location for 4 days while crane was cut and dismantled just in case hydraulic fluid spilled into ocean.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

The whole boom and wire ropes had to be replaced. The hook block was sent in to be refurbished. New walkway and hand rails around crane had to be replaced.

Base of boom section was damaged. Walkway and handrails were crushed.

ESTIMATED AMOUNT (TOTAL): \$100,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Action taken to limit the potential for slippage are to keep the crane engine compartment closed and sealed, warm engine to normal operating temperature prior to engaging a clutch and testing each clutch control mechanism prior to performing a lift. Ensure use of the boom pawl during boom-hoisting activities.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

04-MAY-2003

28. ACCIDENT CLASSIFICATION:

MINOR

26. ONSITE TEAM MEMBERS:

Ralph Vasquez /

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

OCS REPORT:

30. DISTRICT SUPERVISOR:

thomas dunaway

27. OPERATOR REPORT ON FILE: YES

APPROVED

DATE: 23-FEB-2005

