

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

1. OCCURRED

DATE: **05-APR-2005** TIME: **1800** HOURS

2. OPERATOR: **Millennium Offshore Group, Inc.**

REPRESENTATIVE: **Melissa Logan**

TELEPHONE: **(281) 578-3388**

3. LEASE: **G04827**

AREA: **ST** LATITUDE: **28.777511**

BLOCK: **77** LONGITUDE: **-90.612601**

4. PLATFORM: **C**

RIG NAME

5. ACTIVITY: EXPLORATION (POE)

DEVELOPMENT/PRODUCTION
(DOCD/POD)

6. TYPE: FIRE

EXPLOSION

BLOWOUT

COLLISION

INJURY NO. 0

FATALITY NO. 0

POLLUTION

OTHER **Crane Incident**

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: **55** FT.

10. DISTANCE FROM SHORE: **24** MI.

11. WIND DIRECTION: **SW**

SPEED: **12** M.P.H.

12. CURRENT DIRECTION: **SW**

SPEED: **1** M.P.H.

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

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

Craig Istre

CITY: **Lafayette** STATE: **LA**

TELEPHONE: **(337) 234-0100**

CONTRACTOR: **Fluid Crane and Construction**

CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:

Deaudry Requemore

CITY: **New Iberia** STATE: **LA**

TELEPHONE: **(800) 447-2384**

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

During the removal of the exhaust box weighing 21000 pounds, the four-part sling, rated for 22000 pounds, that was being used failed when the load was put on the boat. The load was lowered to the boat and was sitting on the boat. Before the riggers could unhook the load from the crane's main hoist, a ground swell caused the boat to drop. This created a shock load to the sling and crane. One leg of the four-part sling failed. Minimal damage was done to the vessel and cargo on the boat. There was no pollution or injuries to personal on boat. The crane was inspected and put back into service without any restrictions.

No one on the platform was aware of the weight of the equipment to be removed, causing a risk to everyone associated with the job. Due to the weight being unknown, the larger slings which were located on the facility should have been utilized. The crane operator was qualified to make the lift and had adequate experience as well as the rigger foreman. The crane and slings on board were certified and the crane was due for annual inspection in May 2005. The crane operator and boat skipper were qualified and confident that the process could be done safely. If there are any unknowns during crane operations, the largest safety factor should always be utilized.

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

The probable cause of the incident is shock load caused by the seas.

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

The possible contributing causes are the sling rating and the sea conditions.

21. PROPERTY DAMAGED: NATURE OF DAMAGE:
**The crane boom butt section that was minimal damage
being transported by boat.**

ESTIMATED AMOUNT (TOTAL): **\$12,000**

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

**Due to the specific nature of this incident, the Houma District has no
recommendations to the Regional Office.**

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **NO**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

none

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

Amy Gresham /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED

DATE: **31-MAY-2005**