

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

1. OCCURRED

DATE: **10-MAR-2006** TIME: **1630** HOURS

2. OPERATOR: **TOTAL E&P USA, INC.**

REPRESENTATIVE: **Dominique Ardignac**

TELEPHONE: **(713) 647-3812**

3. LEASE: **G20870**

AREA: **AC** LATITUDE: **26.09868889**

BLOCK: **856** LONGITUDE: **-94.91326389**

4. PLATFORM:

RIG NAME: **STENA TAY**

5. ACTIVITY: EXPLORATION(POE)

DEVELOPMENT/PRODUCTION
(DOCD/POD)

6. TYPE: FIRE

EXPLOSION

BLOWOUT

COLLISION

INJURY NO. 1

FATALITY NO. 0

POLLUTION

OTHER _____

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: **7613** FT.

10. DISTANCE FROM SHORE: **167** MI.

11. WIND DIRECTION:

SPEED: **29** M.P.H.

12. CURRENT DIRECTION:

SPEED: _____ M.P.H.

13. SEA STATE: **1** FT.

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

Kenny Ward

CITY: _____ STATE: _____

TELEPHONE: _____

CONTRACTOR:

CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:

CITY: _____ STATE: _____

TELEPHONE: _____

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

The tool pusher confirmed he was in position and clear of the lay-down area. The logging unit was lifted over the port side of the rig and over the shaker room. This was a blind lift. The tag lines were taken by two men, and the crane operator began to lower the load into position under the direction of the banksman (driller). The banksman used a radio to communicate to the crane operator, because the crane operator could not see the lay-down area. The banksman dropped the radio as the load swung toward him. While lowering the lift, the escape route was blocked by the logging unit. The banksman pushed the logging unit using the handrail for support. The banksman toppled over the handrail and fell thirteen feet and three inches to the deck below.

The driller had completed a Banksman and Slings course a number of years ago, however, there are no records of completion of that course.

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

The probable cause of the accident was the failure of the banksman and crane operator to maintain communications during the lifting operation.

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

There are several possible contributing causes. One possible contributing cause of the accident was the failure of the personnel involved to recognize that the logging unit could position itself in such a way to close off the banksman's escape route. Another possible contributing cause of the accident was the failure of the other personnel involved to give an emergency stop signal to the crane operator when the banksman dropped the radio.

21. PROPERTY DAMAGED:

N/A

NATURE OF DAMAGE:

N/A

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The Lake Jackson District has no recommendations.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

13-MAR-2006

26. ONSITE TEAM MEMBERS:

James Barnard /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Ed. Smith

APPROVED

DATE: **26-JUL-2006**

INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER _____

WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE:

YEARS

EMPLOYED BY: **Stena Drilling / 21698**

BUSINESS ADDRESS: **England**

CITY:

STATE:

ZIP CODE: