

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

ACCIDENT INVESTIGATION REPORT

For Public Release

1. OCCURRED

DATE: 08-SEP-2012 TIME: 1040 HOURS

2. OPERATOR: Exxon Mobil Corporation

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

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

4. LEASE: P00190

AREA: SM LATITUDE:

BLOCK: 6635 LONGITUDE:

5. PLATFORM: HARMONY

RIG NAME:

6. ACTIVITY: EXPLORATION (POB)

DEVELOPMENT/PRODUCTION
(DOCD/POD)

7. TYPE:

HISTORIC INJURY

REQUIRED EVACUATION 1

LTA (1-3 days)

LTA (>3 days)

RW/JT (1-3 days)

RW/JT (>3 days) 1

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 RIG ACTIVATION &
MODIFICATION

8. CAUSE:

EQUIPMENT FAILURE

HUMAN ERROR

EXTERNAL DAMAGE

SLIP/TRIP/FALL

WEATHER RELATED

LEAK

UPSET H2O TREATING

OVERBOARD DRILLING FLUID

OTHER

9. WATER DEPTH: 1200 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: NO

15. STATEMENT TAKEN: NO

17. INVESTIGATION FINDINGS:

// IP staging a 10 ton trolley hoist onto landing in preparation for mounting on rail. Hoist was rigged up to the west crane with a nylon sling & a 20 ft. tag line.

IP was standing on a walkway/cable tray. He did have a harness on but not tied off. A spotter was on the deck below him talking to the crane. (This was a blind lift).

IP had the tag line & was pulling the load in. He found that pulling the load alone was not working & decided to "jack" it in. He ran the tag line through a pad eye & was "jacking the load in" & as he pushed down on the line, the line broke causing him to lose his balance. He had a hold of the short end of the tag line, hooked to the load. The load started to pull him off of the landing. He then let go of the rope & grabbed the kick plate on the walkway & the momentum took his feet around leaving him hanging 10 feet in the air. It is thought that at that time, his arm broke & he fell to the deck landing on his side. The crane spotter checked on him & called the medic to respond. IP was then flown to the hospital.

Accident happened approx 1045. Hoist weighed approx 800 lbs. Was on the 9th day of a 14 day hitch. JSA was filled out (see copy). Walkway/cable tray has handrail on one side (inboard) & no rail on outboard side. Kick plate on outboard side. (See photos). INC G-110 was issued on 09/18/12.

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

// IP untied from tie off point & the tag line being used parted.

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

// Should have had more people to pull in load. Should have used tugger or other mechanical means to pull load in to landing area.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

08-SEP-2012

26. ONSITE TEAM MEMBERS:

Chet Miller /

28. ACCIDENT CLASSIFICATION:

MINOR

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Phillip R. Schroeder

27. OPERATOR REPORT ON FILE: YES

APPROVED

DATE:

30-SEP-2012

