

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

1. OCCURRED
 DATE: **13-FEB-2009** TIME: **1012** HOURS

2. OPERATOR: **Shell Offshore Inc.**
 REPRESENTATIVE: **DiCarlo, Theresa**
 TELEPHONE: **(504) 728-6237**
 CONTRACTOR:
 REPRESENTATIVE:
 TELEPHONE:

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

4. LEASE: **G04240**
 AREA: **ST** LATITUDE:
 BLOCK: **300** LONGITUDE:

5. PLATFORM: **A**
 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

6. OPERATION:

PRODUCTION
 DRILLING
 WORKOVER
 COMPLETION
 HELICOPTER
 MOTOR VESSEL
 PIPELINE SEGMENT NO.
 OTHER **Cranes and Construction**

8. CAUSE:

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

9. WATER DEPTH: **337** FT.

10. DISTANCE FROM SHORE: **60** MI.

11. WIND DIRECTION: **ESE**
 SPEED: **13** M.P.H.

12. CURRENT DIRECTION:
 SPEED: M.P.H.

13. SEA STATE: FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

Shell initially reported that, while lowering a capsule winch (further referenced as load), the load appeared to have struck an external level control column on the Popeye subsea separator. When the load struck the level column, a bull plug was dislodged from the top of the level control column resulting in gas venting from the top of the column (approximately 1.532 SCF). While the gas was venting, the internal level control float appears to have risen and stopped the gas venting from the top of the level control column by plugging off the hole at the top of the control column. Upon hearing the escaping gas, the operations team activated the ESD and mustered. No actual witnesses saw the load strike and there were no injuries. After further investigation, Shell believes that the tagline wrapped around the bull plug assembly rather than the load striking the bull plug, as was initially reported. The investigation has revealed that the crane and the load were idle at the time of the incident. There was tension on Tagline #1 while Tagline #2 potentially wrapped around the bull plug assembly.

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

At this time, Shell feels like a tagline wrapped around the bull plug assembly; the bull plug was tightened to 2 threads. Shell thinks that the load was being repositioned using the second tagline, the other tagline unknowingly became entangled with the bull plug.

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

(1) The bull plug was tightened to 2 threads. (2) A change to the lifting plan was not properly communicated to all that were involved.

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

Equipment damage was torque tubes,
linkage, bolts, and gaskets.

NATURE OF DAMAGE:

Damage was limited to Level Control Column
internals.

ESTIMATED AMOUNT (TOTAL):

\$892

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

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

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

N/a

25. DATE OF ONSITE INVESTIGATION:

28. ACCIDENT CLASSIFICATION:

MINOR

26. ONSITE TEAM MEMBERS:

Casey Bisso /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

27. OPERATOR REPORT ON FILE: **NO**

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE: **11-MAY-2009**