

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
GULF OF AMERICA REGION

For Public Release

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **21-MAY-2025** TIME: **1345** HOURS

2. OPERATOR: **Anadarko Petroleum Corporation**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

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

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

4. LEASE: **G14205**

AREA: **EB** LATITUDE:

BLOCK: **602** LONGITUDE:

5. PLATFORM: **A (Nansen)**

RIG NAME:

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

7. TYPE:

INJURIES:

☐ HISTORIC INJURY

OPERATOR

CONTRACTOR

☐ REQUIRED EVACUATION

☐ LTA (1-3 days)

☐ LTA (>3 days)

☐ RW/JT (1-3 days)

☐ RW/JT (>3 days)

☐ FATALITY

☐ Other Injury

☐ POLLUTION

☐ FIRE

☐ EXPLOSION

LWC ☐ HISTORIC BLOWOUT

☐ UNDERGROUND

☐ SURFACE

☐ DEVERTER

☐ SURFACE EQUIPMENT FAILURE OR PROCEDURES

COLLISION

☐ HISTORIC

☐ >\$25K

☐ <=\$25K

8. OPERATION:

- ☒ PRODUCTION ☐ TEMP ABAND
☐ DRILLING ☐ PERM ABAND
☐ WORKOVER ☐ DECOM PIPELINE
☐ COMPLETION ☐ DECOM FACILITY
☐ HELICOPTER ☐ SITE CLEARANCE
☐ MOTOR VESSEL
☐ PIPELINE SEGMENT NO.
☐ OTHER

9. CAUSE:

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

10. WATER DEPTH: **3675** FT.

11. DISTANCE FROM SHORE: **142** MI.

12. WIND DIRECTION: **E**
SPEED: **9** M.P.H.

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

14. SEA STATE: **4** FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

On 21-May-2025 at approximately 1:45 p.m., a crane incident occurred on the Nansen Spar in the East Breaks 602 block. The contract scaffold builder was erecting scaffolding around the crane boom rest, to replace the boom rest chafing boards. To better stabilize the scaffolding, the contract scaffold builders used multiple 1/4-ton lever hoists as bracing, angled at 90 degrees to the crane boom for the 45-degree scaffolding supports. They attached the lever hoist to both the scaffolding and the lattice of the crane boom. After attaching the 1/4-ton lever hoist to the crane boom contract scaffolding builders failed to notify the Anadarko Lifting Authority of the installed equipment. The Anadarko/Contract Crane Operator entered the crane and started to lift the boom out of the rest, causing one of the 1/4-ton lever hoists to break.

The Crane Operator performed a pre-use inspection at 9:00 a.m. on the morning of the incident. Crane operations continued all day until the Crane Operator took a lunch break. After the lunch break, the Crane Operator resumed lifting operations without conducting another pre-use inspection or checking the crane and boom for any factors that could affect performance. The Crane Operator's statement collected, had him recalling seeing a third-party personnel member speaking with scaffold personnel, thinking the third-party personnel was informing the scaffold builders that a lift was about to occur. The Crane Operator then started the crane and proceeded to lift the boom out of the cradle. While booming up, the Crane Operator noticed a scaffold builder on the backside top of the scaffold, with one scaffold builder climbing the ladder, while the scaffold supervisor was on the deck alongside other third-party personnel. As soon as personnel on the deck and the scaffolding crew realized the crane boom was moving, they tried to stop the crane operation using hand signals (waving of the hands), but before the Crane Operator could react, a 1/4-ton lever hoist broke and part of the 1/4-ton lever hoist fell approximately 30 feet to the flare boom mezzanine deck.

According to the statements provided by Anadarko from contract scaffolding personnel indicated that workers were near the lever hoist when it broke. One scaffold employee was on the top deck of the scaffolding, when the frame for the scaffolding shifted as the boom was lifted, causing the 1/4-ton lever hoist to fail. The Scaffolding Supervisor monitoring the work at that time also recalled seeing the scaffolding move and before he could call for an all stop, the lever hoist broke. Eventually, the Crane Operator halted crane operations, and an all stop was declared. An inspection of the crane boom was performed and no damage was found.

All Job Safety Plans (JSP) and Job Safety and Environmental Analysis (JSEA) were reviewed. The contract scaffold builder's JSP mentions the use of a "come along for cantilever for scaffolding," but it is unclear where or how this would be used. All other JSEAs and toolbox talks do not mention the use of a 1/4-ton lever hoist as a cantilever.

Operator's Corrective actions

Verification of Temporary Anchor Points:

The Lifting Authority will verify all temporary anchor points used for rigging prior to lifting operations.

Control of Work Update:

The control of work procedures will be updated for the lifting and rigging section, requiring the Lifting Authority to sign off on the approval of anchor points.

Development of Health, Safety, and Environment (HSE) Alert:

An HSE alert will be developed to outline the failures that contributed to the incident, along with the corrective actions taken to prevent similar occurrences in the future.

Policy Update for Rigging and Lifting:

The rigging and lifting policy will be updated to mandate inspections of the crane whenever the boom is placed into the boom rest.

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

Supervision

1. Pre-job safety meeting with all personnel should have mentioned the use of the 1/4-ton lever hoist and the intention to use the crane boom as an anchor point.
2. Prior to crane operations starting back up a safety walk through of the crane and boom could have been performed. According to Anadarko policy the crane operator is only required to perform a pre-use once a day. The pre-use had already been performed prior to shutting down crane operations for lunch.

Communication

1. Contract scaffold builder supervisor should have notified the lifting authority of its intention to use the crane boom as a connection point. Should have been locked out and tagged out
2. The crane operator who seen personnel working under the crane boom should have mentioned to them he was going to lift the boom out of the cradle.
3. Toolbox table talk, JSP, and JSEA's does not mention the use of a lever hoist to be used as a cantilever.

Personnel Training

1. Third party personnel are unfamiliar with lessee standard operating procedures.

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

Simultaneous Operations (SIMOPS) - Contract scaffold builder, crane operations, and rigging operations were ongoing in a relatively small area.

Additional rigging - According to lessee policy, permission is required before attaching any items to the crane boom.

Crane pre-use inspection - Only one-pre-use inspection is required for the day. There is no requirement to perform additional pre-use inspections if the crane is left unattended.

Standard Operating Procedures - Insufficient knowledge and training among third-party personnel resulted in a failure to understand established standard operating procedures.

20. LIST THE ADDITIONAL INFORMATION:

An onsite investigation was performed on 22-May-2025 by BSEE Lake Jackson District personnel. The BSEE inspector and operator took pictures of the broken lever hoist and chain. The broken components were weighed at 0.5 pounds. Using this weight and the reported approximate height of 30 feet, we entered the data into a Dropped Object Consequences calculator, which indicated a slight potential consequence.

Seatrax & Anadarko are investigating, and the results of the investigation have been requested once it is finalized.

The contract scaffold builder's Job Safety Plan (JSP) is attached to the Anadarko Job Safety Environmental Analysis (JSEA). The contract scaffold builder's JSP notes the "use of a come along for cantilever scaffolding," but there is no further mention of this in any toolbox talks or additional permits.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

At the time of the incident a 1/4-ton lever hoist was damaged, the load chain broke approximately 2-3 foot up from the load hook.

ESTIMATED AMOUNT (TOTAL): \$500

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The BSEE Lake Jackson District has no recommendations.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

G-110 (C) At the time of the incident, the lessee did not perform all operations in a safe and workmanlike manner and provide for the preservation and conservation of property and the environment. On 22-May-2025 at approximately 1:45 p.m., a crane incident occurred on the Nansen Spar in the East Breaks 602 block. The contract scaffold builder was erecting scaffolding around the crane boom rest to replace the boom rest chafing boards. To better stabilize the scaffolding, the contract scaffold builders used multiple 1/4-ton lever hoists as bracing, angled at 90 degrees for the 45-degree scaffolding supports. They attached the lever hoist to both the scaffolding and the lattice of the crane boom. The crane operator entered the crane and started to lift the boom out of the rest, causing one of the 1/4-ton lever hoists to break.

25. DATE OF ONSITE INVESTIGATION:

22-MAY-2025

28. ACCIDENT CLASSIFICATION:

26. Investigation Team Members/Panel Members: 29. ACCIDENT INVESTIGATION PANEL FORMED:
NO

OCS REPORT:

27. OPERATOR REPORT ON FILE:

30. DISTRICT SUPERVISOR:

Stephen Martinez

APPROVED

DATE:

22-AUG-2025