

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

ACCIDENT INVESTIGATION REPORT

For Public Release

1. OCCURRED

DATE: 25-FEB-2017 TIME: 0430 HOURS

2. OPERATOR: Shell Offshore Inc.

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

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

4. LEASE: G35153

AREA: AC LATITUDE:

BLOCK: 772 LONGITUDE:

5. PLATFORM:

RIG NAME: NOBLE GLOBETROTTER

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 Telescopic Man Basket

H2S/15MIN./20PPM pedestal

REQUIRED MUSTER

SHUTDOWN FROM GAS RELEASE

OTHER

6. OPERATION:

PRODUCTION

DRILLING

WORKOVER

COMPLETION

HELICOPTER

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: 8807 FT.

10. DISTANCE FROM SHORE: 188 MI.

11. WIND DIRECTION: NE
SPEED: 10 M.P.H.

12. CURRENT DIRECTION: NE
SPEED: 6 M.P.H.

13. SEA STATE: 4 FT.

17. INVESTIGATION FINDINGS:

While in the process of running riser, the Gantry Crane Operator failed to move to the center of the drillship over the keel. As the gantry crane moved forward the spreader bar (utilized to transport the riser) came in contact with the Telescopic Man Basket pedestal located on the port side of the construction floor. An "All Stop" was initiated and safety stand down meeting was conducted.

Crane Operator failed to ensure proper position of the riser joint in the centerline of the vessel over the keel prior to making any adjustments Forward or Aft with the riser joint.

Communication between the Flagger and Roustabouts (who was also spotting the load) did not provide the necessary effectiveness to prevent the Crane Operator from damaging equipment and losing control of the lifting equipment.

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

Crane Operator failed to ensure proper position of the riser joint in the centerline of the vessel over the keel prior to making any adjustments Forward or Aft with the riser joint.

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

Communication between the Flagger and Roustabouts (who was also spotting the load) did not provide the necessary effectiveness to prevent the Crane Operator from damaging equipment and losing control of the lifting equipment.

20. LIST THE ADDITIONAL INFORMATION:

None

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

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ESTIMATED AMOUNT (TOTAL): **\$25,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

No recommendations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **YES**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

Lessee failed to perform all operations in a safe and workmanlike manner while running riser with the gantry crane and spreader bar in the following ways:

1. **The communication between the Flagger and Roustabouts(who was also spotting the load)did not provide the necessary effectiveness to prevent the Crane Operator from damaging equipment and losing control of the lifting equipment.**
2. **Crew members deviated from the established steps used to mitigate hazards of equipment damage while running riser with the gantry crane spreader bar while properly placing the riser in the saddle of the Catwalk Machine.**
3. **The Crane Operator failed to ensure proper position of the riser joint was in the centerline of the vessel over the keel prior to making any adjustment Forward or Aft with the riser joint.**

25. DATE OF ONSITE INVESTIGATION:

20-MAR-2017

26. ONSITE TEAM MEMBERS:

**James Holmes / David Kearns / Perry
Brady / Casey Conklin /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Stephen P. Martinez

APPROVED

DATE: **20-APR-2017**