

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: 14-MAR-2021 TIME: 1050 HOURS

2. OPERATOR: Cox Operating, L.L.C.

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:

8. OPERATION:

4. LEASE: G01870

AREA: ST LATITUDE:

BLOCK: 26 LONGITUDE:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER

5. PLATFORM: D-QTRS

RIG NAME:

6. ACTIVITY:

- EXPLORATION(POE)
- DEVELOPMENT/PRODUCTION (DOCD/POD)

9. CAUSE:

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

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

POLLUTION

FIRE

EXPLOSION

LWC HISTORIC BLOWOUT

UNDERGROUND

SURFACE

DEVERTER

SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. WATER DEPTH: 53 FT.

11. DISTANCE FROM SHORE: 7 MI.

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

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

14. SEA STATE: FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

COLLISION HISTORIC >\$25K <=\$25K

On March 14, 2021, at approximately 0800 the crew of ST 26 CDF was attempting to offload the Motor Vessel "Captain Rod" when high strain of the aux line occurred. The Crane Operator of the ST 26 D crane latched onto the load which had been manifested from the boat dock to weigh 4,300 lbs. However, when the lift was made, the crane reportedly "struggled and bogged down". After further investigation it was determined that the actual load weight was 8,500 lbs instead of the labeled weight of 4,300 lbs.

BSEE Houma District investigation found that the cause of this incident is determined to be poor communication between the dock crane operator and the dispatcher. Normal operations to manifest the weight of a load at the dock is for the Crane Operator to call out the weight as indicated on the load indicator while loading the boat to the Dispatcher who records it on the manifest. According to witness statements, the Crane Operator called out 8,500 lbs, but the Dispatcher recorded the incorrect weight of 4,300 lbs.

The load chart for the aux line for the crane on ST 26 D shows it is rated for 6,650 lbs at all angles during both dynamic and static lifts. The aux cable certificate for the crane on ST 26 D reflect a rating of 45,000 lbs. The winch certification reflects a rating of 12,000 lbs. According to the Sparrow Crane Engineer, it is determined that the weak point of the crane is the jib bolts that connect the jib to the crane boom. However, after the incident, an inspection of the crane was conducted, and no damage was noted to the jib assembly.

BSEE Houma District Office cannot determine the exact cause of the damage found to the aux line cable. The aux line cable and winch were both rated for more than the weight of the load. However, it is noted that the last annual inspection was completed on May 29, 2020, approximately 10 months before the incident occurred in March 2021. The crane was due for its next annual inspection on May 29, 2021.

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

Poor communication between the dock crane operator and the dispatcher caused the basket weight to be mislabeled.

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

None

20. LIST THE ADDITIONAL INFORMATION:

N/a

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

Crane Aux Line Cable

High strain on crane aux cable

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Houma District has no recommendations for OII about this incident.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

N/A

25. DATE OF ONSITE INVESTIGATION:
03-MAR-2021

26. INVESTIGATION TEAM MEMBERS:
Francis Gary / Bruce Crabtree /

27. OPERATOR REPORT ON FILE:

28. ACCIDENT CLASSIFICATION:

29. ACCIDENT INVESTIGATION
PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR: **Amy
Pellegrin**

APPROVED
DATE: **01-JUN-2021**