

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: 13-DEC-2019 TIME: 1715 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:

8. OPERATION:

4. LEASE: G09184

AREA: EB LATITUDE:

BLOCK: 643 LONGITUDE:

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

5. PLATFORM: A-Boomvang Spar

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: 3650 FT.

11. DISTANCE FROM SHORE: 113 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

17. INVESTIGATION FINDINGS:

On 13-Dec-2019, at approximately 16:40 hours, at East Breaks 643 Boomvang SPAR, the 60-ton West crane was utilized to lift the crown section of the Blake 1007 weighing 33,700 lbs. onto the derrick. As the Crane Operator began swinging the load to the right, the crane boom began to lower on it's own. After the suspended load had descended approximately 15-20 feet, the Crane Operator regained control of the crane and the load. The Crane Operator immediately placed the load onto the elevated pipe rack. Once the load was unhooked, the crane boom was placed back into the boom cradle and taken out of service until a full inspection could be completed.

Seatrax Mechanics began inspecting the crane. When function testing the boom hoist, erratic pressures were observed, and the system was not responding properly to hydraulic adjustments. Debris was found in the orifice of the counterbalance valve. The valve was cleaned and re-installed back into the subplate. Mechanics then reset the system pressures and the crane functioned normally.

It was discovered while slewing, the Crane Operator inadvertantly slightly engaged the boom up on the joystick. The debris clogged the orifice to the point the counterbalance valve was held open and could not close. With the counterbalance valve open, the hoist lowered while the joystick was held in the up position. Since the joystick was not fully released, the mechanical brake band could not set or hold the boom or load. In the incident, one brake failed and the second brake was held off by the operator holding the joystick.

The Root Cause of the incident was debris in the boom hoist counterbalance valve. Although not the cause of the incident, a contributing cause was the Crane Operator not fully releasing the joystick or setting the brakes.

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

The Root Cause of the incident was debris in the boom hoist counterbalance valve.

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

Although not the cause of the incident, a contributing cause was the Crane Operator not fully releasing the joystick or setting the brakes.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

None

None

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Lake Jackson District does not have any recommendations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

28. ACCIDENT CLASSIFICATION:

26. INVESTIGATION TEAM MEMBERS:

James Holmes

29. ACCIDENT INVESTIGATION
PANEL FORMED: **NO** *For Public Release*

OCS REPORT:

27. OPERATOR REPORT ON FILE:

30. DISTRICT SUPERVISOR:

Stephen P. Martinez

APPROVED

DATE:

24-FEB-2020