

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: 05-JUL-2020 TIME: 1000 HOURS

2. OPERATOR: Fieldwood Energy LLC

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING 10K Tugger
- 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: G05800

AREA: EW LATITUDE:

BLOCK: 826 LONGITUDE:

5. PLATFORM: A

RIG NAME:

6. ACTIVITY:

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

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

9. CAUSE:

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

10. WATER DEPTH: 483 FT.

11. DISTANCE FROM SHORE: 61 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:

At approximately 1140 hours on July 5, 2020, a near miss lifting incident occurred on Ewing Banks Block 826 Platform A, Lease OCS-G 05800. The operator of record is Fieldwood Energy LLC and contract company is Triton Dive Services.

While conducting removal of conductor pipe operations, the cable parted from an air tugger resulting in a near miss incident. The air tugger in question was rented through Trident Dive services from Axis Rental. The air tugger was certified to 10,000 lbs by Axis Rental on May 13, 2020. The length of conductor pipe that was to be lifted had an estimated weight of 11,000 lbs. The rigging crew ran cable through a series of snatch blocks creating a two-part situation that should have made the tugger able to hoist 20,000 lbs in a vertical lift situation.

After BSEE personnel conducted an incident investigation, it was found that the ½ inch cable that was spooled on the air tugger was certified to 2.5 tons or 5,000 lbs by Integricert, LLC. on June 23, 2020. Because of this the air tugger was downgraded to 5,000 lbs and would only be able to handle a 10,000 lb. load in a two-part vertical lift situation. After reading through witness statements, the rigging crew failed to verify the cable weight limit, resulting in the cable parting. After 70 ft of conductor pipe was cut by the diver, the air tugger operator began to lift pipe out of the bell guides on the platform. The lift rose approximately 3 feet when the cable parted. The conductor pipe fell back into place because it never cleared the bell guide.

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

The air tugger was certified in May of 2020 for 10,000 lbs but was spooled after that with the wrong size cable. Overall, personnel did not ensure the tugger was weight rated for the job it was performing.

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

N/A

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

N/A

N/A

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Houma District has no recommendations for the Office of Incident Investigations.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

On the date of 6/5/20 during lifting operations of conductor pipe removal the wrong cable was used.

An air tugger rated for 10 thousand pounds was spooled with cable rated for 5 thousand. The conductor pipe that was lifted had an estimated weight of 11 thousand. 3 succesful lifts were conducted before cable parted.

25. DATE OF ONSITE INVESTIGATI

07-JUL-2020

26. INVESTIGATION TEAM MEMBERS:

Bruce Crabtree /

27. OPERATOR REPORT ON FILE:

28. ACCIDENT CLASSIFICATION:

For Public Release

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR: **Amy**

Pellegrin

APPROVED

DATE:

28-OCT-2020