UNITED STATES DEPARTMENT OF THE INTERIOR
MINERALS MANAGEMENT SERVICE
GULF OF MEXICO REGION
ACCIDENT INVESTIGATION REPORT

1. OCCURRED
   DATE: 26-MAR-2008 TIME: 0520 HOURS

2. OPERATOR: Shell Offshore Inc.
   REPRESENTATIVE: DiCarlo, Theresa
   TELEPHONE: (504) 728-6237
   CONTRACTOR: Helmerich & Payne
   REPRESENTATIVE: Campbell, Toby
   TELEPHONE: (504) 728-5932

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

4. LEASE: G07995
   AREA: GC LATITUDE:
   BLOCK: 158 LONGITUDE:

5. PLATFORM: A-Brutus TLP
   RIG NAME: H&P 202

6. ACTIVITY: EXPLORATION (POE)

7. TYPE:
   HISTORIC INJURY
   REQUIRED EVACUATION
   LTA (1-3 days)
   LTA (>3 days)
   RW/JT (1-3 days)
   RW/JT (>3 days)
   Other Injury
   PATALITY
   POLLUTION
   FIRE
   EXPLOSION
   HISTORIC BLOWOUT
   UNDERGROUND
   SURFACE
   DEVERTER
   SURFACE EQUIPMENT FAILURE OR PROCEDURES
   COLLISION HISTORIC $25K <=$25K

8. CAUSE:
   EQUIPMENT FAILURE
   HUMAN ERROR
   EXTERNAL DAMAGE
   SLIP/TRIP/FALL
   WEATHER RELATED
   LEAK
   UPSET H2O TREATING
   OVERBOARD DRILLING FLUID
   OTHER

9. WATER DEPTH: 3300 FT.

10. DISTANCE FROM SHORE: 92 MI.

11. WIND DIRECTION: N
    SPEED: 1 M.P.H.

12. CURRENT DIRECTION: N
    SPEED: 1 M.P.H.

13. SEA STATE: 2 FT.
17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

A minor crane incident occurred when the Braden winch on an American Aero Model OM2200 Crane dropped a load of pipe due to the Cam Clutch failure. The crane operator was picking up 5 joints of 4-1/2" tubing to place in the bolster when the load slipped and fell 2-3' to the deck. An employee stated he was struck by the pipe. He was seen by the Medic who confirms an abrasion to the top of the employee's foot. The medic recommended an ice pack and over the counter medicine for pain. The employee was not sent in and returned to work full duty. The crane was taken out of service until the cause could be determined.

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

The winch teardown inspection showed that the clutch was worn; the wear is considered normal wear. No component had evidence of "failure".

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

The problem is unique for Braden-type planitary hoists, of which Shell has about 90% in their crane fleet. A brake test applies much more stress than the hoist brakes or cam clutch see in normal duty even at maximum line pulls. The cam clutch is the piece that takes the brunt of the shock loading and quite often cracks but actually still operates to a degree. Normally, it will fail a brake test but hold a load quite well. Upon a failed brake test, the hoist would be exchanged. In this incident, the hoist appeared to slip, but then upon 50+ brake tests could not be repeated.

20. LIST THE ADDITIONAL INFORMATION:

n/a
21. PROPERTY DAMAGED: None

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:
The MMS Houma District has no recommendations to the MMS Regional Office.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:
None

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:
John Dykes /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:
Bryan A. Domangue

APPROVED
DATE: 01-JUL-2008