

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)
 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
 H2S/15MIN./20PPM
 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: **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 planetary 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

NATURE OF DAMAGE:

N/a

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRENCE 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**