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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED
   DATE: 04-OCT-2009   TIME: 1515   HOURS
   STRUCTURAL DAMAGE
   CRANE
   OTHER LIFTING DEVICE
   DAMAGED/DISABLED SAFETY SYS.
   INCIDENT >$25K
   H2S/15MIN./20PPM
   REQUIRED MUSTER
   SHUTDOWN FROM GAS RELEASE
   OTHER

2. OPERATOR: Chevron U.S.A. Inc.
   REPRESENTATIVE: Matthews, Justin
   TELEPHONE: (337) 989-3435
   CONTRACTOR:
   REPRESENTATIVE: Manuel, Johnny
   TELEPHONE: (337) 547-9283

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

4. LEASE: G00982
   AREA: EI
   LATITUDE: 238
   BLOCK: LONGITUDE:

5. PLATFORM: H
   RIG NAME: 

6. ACTIVITY:
   PRODUCTION
   DEVELOPMENT/PRODUCTION

7. TYPE:
   EXPLORATION (POE)
   DEVELOPMENT/PRODUCTION (DOCD/POD)

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

9. WATER DEPTH: 145 FT.

10. DISTANCE FROM SHORE: 42 MI.

11. WIND DIRECTION:
    SPEED: 20 M.P.H.

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

13. SEA STATE: FT.
17. INVESTIGATION FINDINGS:

On 4 October 2009 personnel were being offloaded from a crew boat using the crane and personnel basket. Three contract employees were lifted while the crew boat distanced itself from the personnel basket. When the personnel basket was lifted to an elevation even with the height of the top deck, the crane started to swing due to a 20 mph wind. (As per API 2C 4.5.1 the maximum wind velocity for an in-service crane is 40 mph.) During the lift, the shaft on the swing gear sheared causing the Crane Operator (CO) to lose usage of the swing controls resulting in the personnel basket striking the platform catwalk. One of the employees on the personnel basket fell 60 ft. before hitting the water. The other two employees were able to hold onto the personnel basket while striking the catwalk piping. All employees were flown to the hospital for an examination. There were no lost time injuries due to this incident. In addition, there was no pollution or property damages resulting from this incident.

Prior to the offloading operations being performed, the CO conducted the Pre-use inspection for the crane. Due to the crane usage being over ten hours but less than fifty hours, API R2D 4.1.1.2 categorizes this crane as Moderate Usage. The cranes under the Moderate Usage category are subject to Pre-use, Quarterly and Annual inspections. All inspections were completed as per API R2D.

Subsequent to the incident the Lessee conducted another crane inspection to determine that the shaft on the swing gear was sheared.

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

The sheared swing gear shaft resulted in loss of the swing controls by the CO.

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

The wind speeds (of up to 20 mph) contributed to the loss of the crane's swing control once the swing gear shaft had sheared.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:          NATURE OF DAMAGE:
ESTIMATED AMOUNT (TOTAL): $ 

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE: 
MMS, Lafayette District has no recommendations.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

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

25. DATE OF ONSITE INVESTIGATION:

05-OCT-2009

26. ONSITE TEAM MEMBERS:
Wade Guillotte / Tom Basey / Pat Sarsfield / Leo Dartez /

29. ACCIDENT INVESTIGATION
PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:
Elliott S. Smith

APPROVED
DATE: 10-NOV-2009
<table>
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<tr>
<th>Role</th>
<th>Status</th>
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<tr>
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**NAME:**

**HOME ADDRESS:**

**CITY:**

**STATE:**

**WORK PHONE:**

**TOTAL OFFSHORE EXPERIENCE:**

**EMPLOYED BY:**

**BUSINESS ADDRESS:**

**CITY:**

**STATE:**

**ZIP CODE:**