UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
PACIFIC OCS REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED
   DATE: 07-JUN-2009  TIME: 1645 HOURS

2. OPERATOR: Exxon Mobil Corporation
   REPRESENTATIVE: 
   TELEPHONE: 
   CONTRACTOR: 
   REPRESENTATIVE: 
   TELEPHONE: 

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

4. LEASE: P00182
   AREA: SM  LATITUDE: 6683
   BLOCK: 6683  LONGITUDE:

5. PLATFORM: HERITAGE
   RIG NAME:

6. ACTIVITY: ☑ EXPLORATION (POE)
   ☑ DEVELOPMENT/PRODUCTION (DCCD/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
   ☑ 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: 1075 FT.

10. DISTANCE FROM SHORE: 6 MI.

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

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

13. SEA STATE: FT.

14. PICTURES TAKEN: YES

15. STATEMENT TAKEN: NO
17. INVESTIGATION FINDINGS:

On June 7, 2009, the supply vessel Toby Tide was transferring cargo at Heritage Platform. The crane operator lowered a mud cuttings bin from the platform to the work boat using a single line crane stinger and hook. The crane next picked up a 12' x 4' completion basket from the boat using the same single line crane stinger and hook. The completion basket came off the boat and was approximately 100' into the air when one set of the basket slings disengaged from the crane stinger hook. The basket hung in a vertical position allowing 58 of the 73 items (pipe subs) to spill out into the ocean.

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

The crane operator did not take the time to change from a single line stinger and hook to two stingers and two hooks to make this lift. The use of a single line and hook resulted in a shallower sling angle from the hook to the basket. This caused one set of the basket slings to disengage from the crane stinger hook.

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

The vessel deck hands (riggers) did not recognize the incorrect basket sling angles created when they hooked the basket rigging to the single line and hook.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED: Unknown

NATURE OF DAMAGE:

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Follow proper rigging procedures for the type of lift being performed.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

Improper Rigging and Rigger certification had expired.

25. DATE OF ONSITE INVESTIGATION: 09-MAY-2009

26. ONSITE TEAM MEMBERS:

27. ACCIDENT CLASSIFICATION: MINOR

28. ACCIDENT INVESTIGATION PANEL FORMED: NO

MMS - FORM 2010

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EV2010R

18-MAR-2013
OCS REPORT:

30. DISTRICT SUPERVISOR:
   Phillip R. Schroeder

27. OPERATOR REPORT ON FILE: YES

APPROVED DATE: 07-OCT-2009