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

1. OCCURRED
   DATE: 24-MAY-2008  TIME: 1400 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: Eni US Operating Co. Inc.
   REPRESENTATIVE: Tuttle, Steve
   TELEPHONE: (504) 593-7193
   CRANE ONE
   DAMAGED/DISABLED SAFETY SYS.
   TELEPHONE:
   REQUIRE MUSTER
   REPRESENTATIVE:
   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: G19996
   AREA: MC  LATITUDE:
   BLOCK: 773  LONGITUDE:
   CONTRACTOR:
   REPRESENTATIVE:
   TELEPHONE:

5. PLATFORM: A (DEVILS TOWER)
   RIG NAME:

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

 COLLISION ☐ HISTORIC ☐ >$25K ☐ <=$25K
  SURFACE EQUIPMENT FAILURE OR PROCEDURES

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

9. WATER DEPTH: 5610 FT.

10. DISTANCE FROM SHORE: 98 MI.

11. WIND DIRECTION:
    ☑ SPEED: M.P.H.
    ☐ UNDERGROUND
    ☐ SURFACE
    ☐ DEVERTER

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

13. SEA STATE:  FT.
On May 24, 2008, at 1400 hours on Eni US Operating Co. Inc’s., Lease OCS-G 19996, Mississippi Canyon (MC) Block 773, Platform A – Devil’s Tower, a Turbine Exhaust weighing 5,000 lbs was dropped 20 feet to the top deck during a lifting procedure. During the lift, the double web slings used to make the lift failed when they were cut by the Turbine Exhaust’s deflector tip. The Turbine Exhaust fell, striking the corner of a cargo basket causing minimal damage to the exhaust and cargo basket. There were no injuries as a result of the incident.

On May 24, 2008, the crew performed a JSA. It included removing the Turbine exhaust from its support rack to change out the expansion bellows on the bottom of the exhaust. Subsequent to the initial exhaust insulation being installed, the pad eyes were covered and not visible. With no visible pad eyes to make the lift, the decision was made to perform the lift using a double set of web slings, and choking it around the upper flange near the exhaust deflector tip. The lift was made and the bellows were changed with no noticeable problems. Another lift was made to re-install the exhaust, when apparently a sharp edge on the deflector tip managed to cut into the web slings. This caused the slings to fail and the exhaust fell approximately 20 feet onto the top deck. The exhaust fell on the corner of a cargo basket causing corner damage to the basket. The chalk type insulation on the exhaust cushioned the strike, causing minimal denting damage to the exhaust. After removing all of the insulation chalk and sheet metal during clean-up, the crew noticed there were 2 pad eyes welded on the side exhaust to make a safe lift. The exhaust weight was 5,000 lbs and the slings used were rated for 20,000 lbs. The date of certification on the slings was December 27, 2007.

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

   Human Error and Equipment Failure

   No visible pad eyes for proper lifting.
   Improper use of web sling instead of steel slings.

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

20. LIST THE ADDITIONAL INFORMATION:
21. PROPERTY DAMAGED:

   Turbine Exhaust and Cargo Basket

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

   The New Orleans District makes no recommendations to MMS.

   The New Orleans District concurs with the operator's recommendations to prevent recurrence:

   1) Always use steel slings for this type of lift. Never use a web sling to choke around anything that may have sharp edges.

   2) Re-insulate the exhaust with cloth type insulation and leave pad eyes visible. Cut out insulation on the exhausts and expose the pad eyes in the event that the unit is ever pulled in the future.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

   No onsite investigation.

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

30. DISTRICT SUPERVISOR:

   Troy Trosclair

   APPROVED

   DATE: 11-JUN-2008