

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

1. OCCURRED

DATE: **31-DEC-2008** TIME: **1045** HOURS

2. OPERATOR:

McMoRan Oil & Gas LLC

REPRESENTATIVE: **Spencer, Blair**

TELEPHONE: **(504) 582-4241**

CONTRACTOR: **Danos & Curole Marine Contracto**

REPRESENTATIVE: **Roger Davis**

TELEPHONE: **(337) 945-2413**

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR

ON SITE AT TIME OF INCIDENT:

4. LEASE:

G03331

AREA: **EI**

LATITUDE:

BLOCK: **251**

LONGITUDE:

5. PLATFORM:

A

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

SURFACE EQUIPMENT FAILURE OR PROCEDURES

COLLISION

HISTORIC

>\$25K

<=\$25K

STRUCTURAL DAMAGE

CRANE

OTHER LIFTING DEVICE

DAMAGED/DISABLED SAFETY SYS.

INCIDENT >\$25K **Crane line broke**

H2S/15MIN./20PPM **dropping load**

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:

160 FT.

10. DISTANCE FROM SHORE:

54 MI.

11. WIND DIRECTION: **N**

SPEED: **15 M.P.H.**

12. CURRENT DIRECTION: **S**

SPEED: **5 M.P.H.**

13. SEA STATE:

4 FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On December 31, 2008, at approximately 1045 hours, on McMoran Oil and Gas LLC's Lease OCS-G 3331, EI 251 A Platform, one of the crane's main 4-part hoist load lines broke during a platform to motor vessel (M/V) load transfer. The Crane Operator (CO) reported he swung the load, a 24-foot basket containing scaffolding materials weighing 20,000 - 25,000 pounds, over the platform, and began lowering it to the boat. With the load approximately 20 feet above the M/V, the CO stopped the winch for load repositioning when one of the wire ropes in the main 4-part hoist load line broke, approximately three (3) feet below the anti-two block, at which point the load was dropped onto the M/V deck crushing the M/V's crane. At the time of the crane's main line wire rope failure, the crane's load radius was 45 feet. Upon further onsite inspection, two load charts were found installed in the crane's cab. The load charts permitted a maximum 4-part static and dynamic structural crane capacity lift of 27,705 pounds and 18,038 pounds, respectively, at the 45 feet load radius. Prior to the 20,000 - 25,000 pound heavy lift, the CO reported he successfully transferred three (3) buildings averaging approximately 14,500 pounds each to the M/V. Subsequent to the incident, the crane was secured and taken out of service for repair. No injuries or pollution resulted from this incident.

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

The probable cause of the incident was the failure of one of the crane's main 4-part hoist wire rope load lines. The load charts are based on 7/8" 19x7 EIPS cable with a breaking strength of 65,000 lbs. One of the crane's 7/8" main 4-part hoist wire rope load lines failed at the 20,000-25,000 pound range.

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

An insufficient maintenance program in conjunction with an inspection program that failed to detect internal wire rope corrosion prior to the incident, were undoubtedly contributing factors to this incident. As per the attached lease operator's incident investigation report, dated December 31, 2008, the wire rope core was rusted. Photos of the broken wire rope taken by the lease operator immediately following the incident show significant corrosion, inadequate lubrication, localized fatigue breaks and "cup and cone" shaped rope wires. The most recent wire rope certification documentation provided during the onsite inspection was dated October 25, 2000.

20. LIST THE ADDITIONAL INFORMATION:

The lessee is ultimately responsible for insuring all equipment installed on the facility is safe to operate while being operated in a safe manner. The lessees should establish wire rope inspection, operation and maintenance procedures in accordance with pertinent wire rope and crane manufacturer's recommendations, and the following API documents incorporated by MMS in the regulations found at 30 CFR 250.198: API RP 2D Fifth Edition, June 2003, and API Spec 2C 6th Edition, March 2004. Lessees should also ensure that all personnel authorized to participate in crane lift operations receive pertinent initial and refresher training in accordance with the aforementioned API documents so personnel may safely perform their duties and strive to eliminate errors caused by haste, complacency, or poor judgment.

21. PROPERTY DAMAGED:

7/8" cable
24' lift basket
Platform crane's 4 part block damage
M/V crane
M/V decking

NATURE OF DAMAGE:

7/8" Cable: broken
Lift basket: Structural damage
4 part block:divider plate and safety
latch bent, small chunk missing from cheek
plate
M/V crane: (Total loss) Broken pedestal,
severe structural damage
M/V decking: Broken and damaged planks

ESTIMATED AMOUNT (TOTAL): \$290,049

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The MMS Lafayette District office recommends that the MMS Regional Office of Safety Management (OSM) discuss with the API RP2D reviewing committee about specifying a wire rope service life for offshore cranes.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

Incident of Noncompliance (INC) G-110 was issued January 7, 2009, on location at EI 251 A, to document that McMoran Oil and Gas, LLC failed to protect health, safety and the environment by performing operations in an unsafe and unworkmanlike manner. On December 31, 2008, the platform crane's main load line parted during a platform to motor vessel load transfer. According to field documentation, the equipment being lifted weighed between 20,000 and 25,000 pounds. According to the load chart utilized at the time of the incident, the maximum weight capacity was 18,038 pounds at 45 feet radius for a dynamic lift. In addition, on January 7, 2009, the onsite inspectors found two load charts installed inside the crane cab. As per API Spec 2C 4.2.1.g. 6th edition, only one load chart should be installed and utilized for current crane operation conditions.

25. DATE OF ONSITE INVESTIGATION:

07-JAN-2009

26. ONSITE TEAM MEMBERS:

Douglas Frerich / Gerald Gonzales
/ Raymond Johnson /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Elliott S. Smith

APPROVED

DATE: 05-APR-2009

INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

CONTRACTOR REPRESENTATIVE

OTHER _____

INJURY

FATALITY

WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE:

YEARS

EMPLOYED BY:

BUSINESS ADDRESS:

CITY:

STATE:

ZIP CODE:

OPERATOR REPRESENTATIVE

CONTRACTOR REPRESENTATIVE

OTHER _____

INJURY

FATALITY

WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE:

YEARS

EMPLOYED BY:

BUSINESS ADDRESS:

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FATALITY

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