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

1. OCCURRED
   DATE: 04-MAY-2003 TIME: 0740 HOURS

2. OPERATOR: Aera Energy LLC
   REPRESENTATIVE: 
   TELEPHONE: 
   CONTRACTOR: 
   REPRESENTATIVE: 
   TELEPHONE: 

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

4. LEASE: P00301
   AREA: LB LATITUDE: 
   BLOCK: 6488 LONGITUDE: 

5. PLATFORM: EUREKA
   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 0
   POLLUTION
   FIRE
   EXPLOSION.
   H2S/15MIN./20PPM
   REQUIRED MUSTER
   SHUTDOWN FROM GAS RELEASE
   X OTHER Crane Accident

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

9. WATER DEPTH: 700 FT.

10. DISTANCE FROM SHORE: 9 MI.

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

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

13. SEA STATE: FT.

14. PICTURES TAKEN: NO

15. STATEMENT TAKEN: NO
17. INVESTIGATION FINDINGS:

Boom Pawl was not engaged. Had the boom Pawl been engaged, slippage of the boom hoist clutch would not have allowed the boom to fall resulting in the failure of the live mast.

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

Boom pawl was not engaged by operator. With mechanical cranes the potential for clutch slippage is generally present especially during heavy rain or foggy conditions. These weather conditions existed and contributed to this incident.

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

In reviewing the reason for the boom hoist clutch becoming wet, it was determined that preventive maintenance activities need improvement as they relate to maintaining the crane house seals.

20. LIST THE ADDITIONAL INFORMATION:

Operator estimated that it cost $110,000 to recover the boom. This amount is not included in the total damage reported in item 21 of this report. Clean Coastal Waters (CCW) was on location for 4 days while crane was cut and dismantled just in case hydraulic fluid spilled into ocean.

21. PROPERTY DAMAGED:

The whole boom and wire ropes had to be replaced. The hook block was sent in to be refurbished. New walkway and hand rails around crane had to be replaced.

NATURE OF DAMAGE:

Base of boom section was damaged. Walkway and handrails were crushed.

ESTIMATED AMOUNT (TOTAL): $100,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Action taken to limit the potential for slippage are to keep the crane engine compartment closed and sealed, warm engine to normal operating temperature prior to engaging a clutch and testing each clutch control mechanism prior to performing a lift. Ensure use of the boom pawl during boom-hoisting activities.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION: 28. ACCIDENT CLASSIFICATION:

04-MAY-2003 MINOR

26. ONSITE TEAM MEMBERS:

MMS - FORM 2010 PAGE: 2 OF 4

EV2010R 18-MAR-2013
Ralph Vasquez

27. OPERATOR REPORT ON FILE: YES

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:
    thomas dunaway

APPROVED DATE: 23-FEB-2005