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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED
DATE: 25-JUL-2004 TIME: 1700 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: 
BLOCK: 6683 LONGITUDE: 

5. PLATFORM: HERITAGE
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

LWC [ ] 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: 8 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:

The fundamental cause of the incident to Mr. was his statement that he was not tied off at the time of the incident. Mr. disconnected his fall protection to crawl through the two W36 beams. After he came through the two W36 beams he noticed chain fall #1 no longer had tension in the chain. He immediately became concerned that Mr. could be struck if the pipe shifted due to the configuration of the chain falls (tension on chain fall #3 and slack on chain fall #1). Mr. moved into position to remove the slack in chain fall #1 and as Mr. reached up to tie off his landyard to the beam that's when the pipe shifted and caused him to be knocked from the pipe rack.

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

Mr. did not follow the ExxonMobil 100% tie off requirement while attempting to reposition himself.

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

Mr. and Mr. did not discuss the need to keep tension on the three-chain falls. It is speculated that the pipe spool would not have shifted if all three chain falls attached to the pipe spool were under tension at the time of the incident.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED: NATURE OF DAMAGE:

None N/A

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Refresh IRWIN Construction crewmembers on ExxonMobil's 100% tie off requirements, fall protection and the importance of following safe rigging practices.

No recommendations for MMS.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

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

MMS - FORM 2010

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EV2010R 18-MAR-2013
26. ONSITE TEAM MEMBERS: Ralph Vasquez /

27. OPERATOR REPORT ON FILE: YES

28-JUL-2004

29. ACCIDENT INVESTIGATION PANEL FORMED:

30. DISTRICT SUPERVISOR: OCS REPORT: thomas dunaway

MINOR NO

APPROVED
DATE: 04-AUG-2004