

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:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

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

6. OPERATION:

4. LEASE: P00182

AREA: SM LATITUDE:
BLOCK: 6683 LONGITUDE:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER

5. PLATFORM: HERITAGE
RIG NAME:

6. ACTIVITY: EXPLORATION (POE)
 DEVELOPMENT/PRODUCTION
(DOCD/POD)

8. CAUSE:

7. TYPE:

- HISTORIC INJURY
 - REQUIRED EVACUATION
 - LTA (1-3 days)
 - LTA (>3 days)
 - RW/JT (1-3 days)
 - RW/JT (>3 days)
 - Other Injury

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

- FATALITY 0
- POLLUTION
- FIRE
- EXPLOSION

9. WATER DEPTH: 1075 FT.
10. DISTANCE FROM SHORE: 8 MI.

- LWC HISTORIC BLOWOUT
 UNDERGROUND
 SURFACE
 DEVERTER
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

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

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

COLLISION HISTORIC >\$25K <=\$25K 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 lanyard 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:

None

NATURE OF DAMAGE:

N/A

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE 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:

28-JUL-2004

MINOR

NO

26. ONSITE TEAM MEMBERS:

Ralph Vasquez /

29. ACCIDENT INVESTIGATION

PANEL FORMED:

30. DISTRICT SUPERVISOR:

OCS REPORT:

thomas dunaway

27. OPERATOR REPORT ON FILE: YES

APPROVED

DATE:

04-AUG-2004

