## Accident Investigation Report

### 1. Occurred
- **Date:** 05-APR-2005
- **Time:** 1800 HOURS

### 2. Operator:
- **Representative:** Melissa Logan
- **Telephone:** (281) 578-3388

### 3. Lease:
- ** Lease:** G04827
- **Area:** ST
- **Latitude:** 28.777511
- **Block:** 77
- **Longitude:** -90.612601

### 4. Platform:
- **Name:** C

### 5. Activity:
- **Extraction:** X
- **Production:** (DocD/POD)

### 6. Type:
- **Fire**
- **Explosion**
- **Missile**
- **Collision**
- **Injury No.:** 0
- **Fatality No.:** 0
- **Pollution**
- **Other:** Crane Incident

### 7. Operation:
- **Production**
- **Drilling**
- **Workover**
- **Completion**
- **Motor Vessel**
- **Pipeline Segment No:**
- **Other:**

### 8. Cause:
- **Equipment Failure**
- **Human Error**
- **Human Error**
- **External Damage**
- **Slip/Trip/Fall**
- **Weather Related**
- **Leak**
- **Upset H2O Treating**
- **Overboard Drilling Fluid**
- **Other:**

### 9. Water Depth:
- **55 FT.**

### 10. Distance From Shore:
- **24 MI.**

### 11. Wind Direction:
- **SW**
- **Speed:** 12 M.P.H.

### 12. Current Direction:
- **SW**
- **Speed:** 1 M.P.H.

### 13. Sea State:
- **4 FT.**

### 14. Operator Representative/Superintendent On Site At Time Of Incident:
- **Craig Istre**
- **City:** Lafayette
- **State:** LA
- **Telephone:** (337) 234-0100

### 15. Contractor:
- **Fluid Crane and Construction**

### 16. Other:
- **Contractor Representative/Superintendent On Site At Time Of Incident:**
- **Deaudry Requemore**
- **City:** New Iberia
- **State:** LA
- **Telephone:** (800) 447-2384
17. **DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:**

During the removal of the exhaust box weighing 21000 pounds, the four-part sling, rated for 22000 pounds, that was being used failed when the load was put on the boat. The load was lowered to the boat and was sitting on the boat. Before the riggers could unhook the load from the crane’s main hoist, a ground swell caused the boat to drop. This created a shock load to the sling and crane. One leg of the four-part sling failed. Minimal damage was done to the vessel and cargo on the boat. There was no pollution or injuries to personal on boat. The crane was inspected and put back into service without any restrictions.

No one on the platform was aware of the weight of the equipment to be removed, causing a risk to everyone associated with the job. Due to the weight being unknown, the larger slings which were located on the facility should have been utilized. The crane operator was qualified to make the lift and had adequate experience as well as the rigger foreman. The crane and slings on board were certified and the crane was due for annual inspection in May 2005. The crane operator and boat skipper were qualified and confident that the process could be done safely. If there are any unknowns during crane operations, the largest safety factor should always be utilized.

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

The probable cause of the incident is shock load caused by the seas.

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

The possible contributing causes are the sling rating and the sea conditions.
21. PROPERTY DAMAGED: 

The crane boom butt section that was being transported by boat.

NATURE OF DAMAGE: minimal damage

ESTIMATED AMOUNT (TOTAL): $12,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Due to the specific nature of this incident, the Houma District has no recommendations to the Regional Office.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

none

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

Amy Gresham /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED

DATE: 31-MAY-2005