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

1. OCCURRED
   DATE: 18-MAR-2006   TIME: 1900 HOURS

2. OPERATOR: Shell Deepwater Production Inc.
   REPRESENTATIVE: Phil Smith
   TELEPHONE: (504) 728-4252

3. LEASE: G06896
   AREA: VK   LATITUDE: 956 LONGITUDE:

4. PLATFORM: A-Ram Powell

5. ACTIVITY: ☒ DEVELOPMENT/PRODUCTION (DOCD/POD)

6. TYPE: ☒ FIRE
   ☐ EXPLOSION
   ☐ BLOWOUT
   ☐ COLLISION
   ☐ INJURY NO. ☐
   ☐ FATALITY NO. ☐
   ☒ POLLUTION
   ☐ OTHER

7. OPERATION: ☒ PRODUCTION
   ☐ DRILLING
   ☐ WORKOVER
   ☐ COMPLETION
   ☐ 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: 3216 FT.

10. DISTANCE FROM SHORE: 55 MI.

11. WIND DIRECTION: E
    SPEED: 55 M.P.H.

12. CURRENT DIRECTION: ENE
    SPEED: 3 M.P.H.

13. SEA STATE: 3 FT.

16. OPERATOR REPRESENTATIVE/ SUPERVISOR ON SITE AT TIME OF INCIDENT:
    Allen Turner
    CITY: New Orleans   STATE: LA
    TELEPHONE: (504) 728-1011
    CONTRACTOR: Helmerich & Payne
    CONTRACTOR REPRESENTATIVE/ SUPERVISOR ON SITE AT TIME OF INCIDENT:
    CITY: STATE:
    TELEPHONE:
On March 18, 2006, at 7:30 p.m. the Ram-Powell drilling module crane (#3- Seattrax) was moving a 500 gallon tri-ethylene glycol transporter to the tote storage area on the NE corner of the upper deck. As the crane operator was booming down to place the load, the boom wire broke causing the boom to fall across the drilling rig catwalk and onto the platform deck below. The tote tank ruptured and the boom jib tip punctured the upper deck skid pan. The glycol was collected by the lower deck skid pans and processed through the water sump before being discharged through the emergency sump. No sheen or platform upsets were reported. The lost glycol was valued at $4735.50.

Cable wear in the "stress zone" [exposed segment of rope that repeatedly travels back and forth over the sheaves] caused interior lubrication to break down. The inside of the rope dried out allowing moisture to get in and interior corrosion to occur resulting in the failure of the cable. This allowed the tote tank to free fall to the deck rupturing the tank spilling glycol to a deck skid pan, the glycol was processed through the sump system before discharging in the Gulf.

Lubricant did not effectively penetrate the cable because of the compact windings.

Broken core strands are not visually detectable because they can't find their way to the outside.

The stiffness of the high strength cable causes broken outer strands to remain laid down making them difficult to visually identify.

Relatively flat fatigue curve (compared to softer cables) means cable does not elongate very much before reaching its failure point.
21. PROPERTY DAMAGED:  

NATURE OF DAMAGE:

500 gallons of tri-ethylene glycol  
Lost overboard

ESTIMATED AMOUNT (TOTAL):  
$4,736

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

No Recommendation to MMS.

The New Orleans District concurs with Shell's recommendation to prevent recurrence.

High strength, crush resistant wire rope will be replaced every 6 months on heavy usage cranes (Ram Powell #3 Seatrax crane) and every 12 months on light usage cranes.

Detailed call-up lists for high strength wire rope will be developed based on the investigation findings

Look for alternative high strength, crush resistant cable that can be more effectively lubricated or has better corrosion resistant properties.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT:  NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

21-MAR-2006

26. ONSITE TEAM MEMBERS:

Phil McLean /

29. ACCIDENT INVESTIGATION PANEL FORMED:  NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

F Pausina for TTroscclair

APPROVED

DATE:  17-MAY-2006
POLLUTION ATTACHMENT

1. VOLUME: GAL 11.9 BBL

YEARDS LONG X YARDS WIDE

APPEARANCE:

2. TYPE OF HYDROCARBON RELEASED: ☐ OIL
☐ DIESEL
☐ CONDENSATE
☐ HYDRAULIC
☐ NATURAL GAS
☐ OTHER Glycol

3. SOURCE OF HYDROCARBON RELEASED: Glycol flowed through sump into Gulf Waters

4. WERE SAMPLES TAKEN? NO

5. WAS CLEANUP EQUIPMENT ACTIVATED? NO

   IF SO, TYPE: ☐ SKIMMER
              ☐ CONTAINMENT BOOM
              ☐ ABSORPTION EQUIPMENT
              ☐ DISPERANTS
              ☐ OTHER

6. ESTIMATED RECOVERY: GAL BBL

7. RESPONSE TIME: HOURS

8. IS THE POLLUTION IN THE PROXIMITY OF AN ENVIRONMENTALLY SENSITIVE AREA (CLASS I)? NO

9. HAS REGION OIL SPILL TASK FORCE BEEN NOTIFIED? NO

10. CONTACTED SHORE: NO IF YES, WHERE:

11. WERE ANY LIVE ANIMALS OBSERVED NEAR: NO

12. WERE ANY OILED OR DEAD ANIMALS OBSERVED NEAR SPILL: NO