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

For Public Release

1. OCCURRED
DATE: 08-SEP-2012 TIME: 1040 HOURS

2. OPERATOR: Exxon Mobil Corporation
REPRESENTATIVE: TELEPHONE:
CONTRACTOR: REPRESENTATIVE: TELEPHONE:

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

4. LEASE: P00190
AREA: SM LATITUDE: BLOCK: 6635 LONGITUDE:

5. PLATFORM: HARMONY
RIG NAME:

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

7. TYPE:
[ ] HISTORIC INJURY
[ ] REQUIRED EVACUATION 1
[ ] LTA (1-3 days)
[ ] LTA (>3 days)
[ ] RW/JT (1-3 days)
[ ] RW/JT (>3 days)
[ ] Other Injury

[ ] FATALITY
[ ] 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: 1200 FT.

10. DISTANCE FROM SHORE: 6 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

MMS - FORM 2010
EV2010R

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18-MAR-2013
17. INVESTIGATION FINDINGS:

// IP staging a 10 ton trolley hoist onto landing in preparation for mounting on rail. Hoist was rigged up to the west crane with a nylon sling & a 20 ft. tag line.

IP was standing on a walkway/cable tray. He did have a harness on but not tied off. A spotter was on the deck below him talking to the crane. (This was a blind lift).

IP had the tag line & was pulling the load in. He found that pulling the load alone was not working & decided to "jack" it in. He ran the tag line through a pad eye & was "jacking the load in" & as he pushed down on the line, the line broke causing him to lose his balance. He had a hold of the short end of the tag line, hooked to the load. The load started to pull him off of the landing. He then let go of the rope & grabbed the kick plate on the walkway & the momentum took his feet around leaving him hanging 10 feet in the air. It is thought that at that time, his arm broke & he fell to the deck landing on his side. The crane spotter checked on him & called the medic to respond. IP was then flown to the hospital.

Accident happened approx 1045. Hoist weighed approx 800 lbs. Was on the 9th day of a 14 day hitch. JSA was filled out (see copy). Walkway/cable tray has handrail on one side (inboard) & no rail on outboard side. Kick plate on outboard side. (See photos). INC G-110 was issued on 09/18/12.

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

// IP untied from tie off point & the tag line being used parted.

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

// Should have had more people to pull in load. Should have used tugger or other mechanical means to pull load in to landing area.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED: NATURE OF DAMAGE:

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO
24. Specify violations directly or indirectly contributing. Narrative:

25. Date of Onsite Investigation: 08-SEP-2012

26. Onsite Team Members: Chet Miller /

27. Operator Report on File: YES

28. Accident Classification: MINOR

29. Accident Investigation Panel Formed: NO

30. District Supervisor: Phillip R. Schroeder

Approved Date: 30-SEP-2012