ACCIDENT INVESTIGATION REPORT

1. OCCURRED
   DATE: 03-APR-2012 TIME: 1301 HOURS

2. OPERATOR: Chevron U.S.A. Inc.
   REPRESENTATIVE: 
   TELEPHONE: 
   CONTRACTOR: Ensco Offshore Co.
   REPRESENTATIVE: 
   TELEPHONE: 

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

4. LEASE: G02324
   AREA: EI LATITUDE:   BLOCK: 361 LONGITUDE: 

5. PLATFORM: A
   RIG NAME: ENSCO 68

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

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

9. WATER DEPTH: 306 FT.

10. DISTANCE FROM SHORE: 77 MI.

11. WIND DIRECTION: ESE
    SPEED: 12 M.P.H.

12. CURRENT DIRECTION: E
    SPEED: 2 M.P.H.

13. SEA STATE: 3 FT.
17. INVESTIGATION FINDINGS:

At approximately 1300 hours on 3 April 2012, an incident involving two cranes occurred onboard the Ensco 68 Mobile Offshore Drilling Unit (MODU) jack-up rig located at Eugene Island Block 361 under contract by Chevron U.S.A. Inc. (Chevron). A transport basket with a 42,000 pound (lb) load consisting of a PS2 top drive gear box assembly needed repositioning from the port-side to the center of the main deck. Due to the location of the load and given that the load was determined to be too heavy for the boom angle required to re-position the lift with a single crane. It was decided that both cranes would be needed to simultaneously reposition the load. A person authorized to "Act as a Banksman" was assigned to coordinate and direct crane operations. When the Starboard-side and Port-side cranes were attempting to reposition the load, the Port-crane boom line was severed by the Starboard-side crane boom tip. When the Port Crane line was severed, the load remained supported by the Starboard Crane with sufficient boom angle to successfully lower it to the main deck's designated position. The damage was to the 4-part load line and no personnel were injured during this incident.

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

Using two cranes simultaneously in close proximity of one another and personnel situational awareness are probable causes of this incident. It was reported that the Banksman that was assigned to monitor the load transfer attempted to stop work; however, the Starboard Crane boom tip had already struck and severed the Port Crane load line.

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

The Job Safety Analysis (JSA) completed did not specifically address personnel awareness for operating two cranes simultaneously when relocating a heavy load.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED: NATURE OF DAMAGE:
The 1-inch diameter by 1000 foot long 4-line was severed. Part load line was damaged from this incident.

ESTIMATED AMOUNT (TOTAL): $5,520

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The BSEE Lafayette District has no recommendations for the Agency.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

After further review of information provided during the investigation the Lafayette District has determined that an Incident of Noncompliance INC G-110 would have been issued by BSEE; however, it was not issued due to Coast Guard jurisdiction.

25. DATE OF ONSITE INVESTIGATION:

30-APR-2012

26. ONSITE TEAM MEMBERS: Troy Naquin / Jeremy Adams / Johnny Serrette / Tom Basey

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

30. DISTRICT SUPERVISOR:

Elliott S. Smith

APPROVED DATE: 05-JUN-2012

INJURY/FATALITY/WITNESS ATTACHMENT

☐ OPERATOR REPRESENTATIVE ☐ INJURY

☒ CONTRACTOR REPRESENTATIVE ☐ FATALITY

☐ OTHER ___________________________ ☒ WITNESS

NAME: -

HOME ADDRESS: -

CITY: -

STATE: -

WORK PHONE: -

TOTAL OFFSHORE EXPERIENCE: -

YEARS -
Crane/Other Material-Handling Equipment Attachment

Equipment Information

Installation date: 10-OCT-1976
Manufacturer: MARATHON LETOURNEAU
Manufacture date: 31-DEC-1975
Make/Model: PEDISTAL / PCM 120-AS

Any modifications since manufactured? Describe and include date(s).
What was the maximum lifting capacity at the time of the lift?
Static: 100000  Dynamic: 90000
Was a tag line utilized during the lift? Y
Were there any known documented deficiencies prior to conducting the lift? If yes, what were the deficiencies?
None

List specific type of failure that occurred during this incident.(e.g. cable parted, sticking control valve, etc.).
None

If sling/loose gear failure occurred does operator have a sling/loose gear inspection program in place? Y

Type of lift: DD
For crane only:

Type of crane: ELECTRICAL

Boom angle at time of incident: Degrees: 78  Radius: 24

What was load limit at that angle? 100000

Crane equipped with: L

Which line was in use at time of incident? L

If load line involved, what configuration is the load block: 2  part.
Load Information

What was being lifted? TOP DRIVE

Description of what was being lifted (e.g. 10 joints of 2 3/8-inch pipe, ten 500-lb. sacks of sand, 2 employees, etc.)

PS2 Top Drive Gear Box assembly in a Transport Basket

Approximate weight of load being lifted: 42000

Was crane/lifting device equipped with an operable weight indicator? Y

Was the load identified with the correct or approximate weight? Y

Where was the lift started, where was it destined to finish, and at what point in the lift did the incident occur? Give specific details (e.g. pipe rack, riser cart, drill floor, etc.)

Used two cranes to simultaneously re-position the load on the main deck

If personnel was being lifted at the time of this incident, give specific details of lifting device and riding apparatus in use (e.g. 1) crane-personnel basket, 2) air hoist-boatswain chair, other)

None -

Were personnel wearing a safety harness? Y -

Was a lifeline available and utilized? Y

List property lost overboard.
Rigger/Operator Information

Has rigger had rigger training?  Y.
If yes, date of last training: 19-JAN-2012.

How many years of rigger experience did rigger have?
How many hours was the operator on duty prior to the incident?  7
Was operator on medication when incident occurred?  N
How many hours was the rigger on duty prior to the incident?  7
How much sleep did rigger have in the 24 hours preceding this incident?  9
Was rigger on medication when incident occurred?  N
Were all personnel involved in the lift drug tested immediately following this incident?
Operator: N  Rigger: N  Other:

While conducting the lift, was line of sight between operator and load maintained? -
N -

Does operator wear glasses or contact lenses?  N -
If so, were glasses or contacts in use at time of the incident?  N -

Does operator wear a hearing aid?  N -
If so, was operator using hearing aid at time of the incident?  N -

What type of communication system was being utilized between operator and rigger at time of this incident?
HAND SIGNAL

For crane only:
What crane training institution did crane operator attend?
CRANE SAFETY AND TRAINING INSTITUTE
Where was institution located?  LAFAYETTE, LA -
Was operator qualified on this type of crane?  Y -
How much actual operational time did operator have on this particular crane involved in this incident?

Years: 30  Months: 0

List recent crane operator training dates.

16-JUN-2009

For other material-handling equipment only:

Has operator been trained to operate the lifting device involved in the incident? N

How many years of experience did operator have operating the specific type of lifting device involved in the incident? -
**Inspection/Maintenance Information**

**For crane only:**

Is the crane involved classified as Heavy, Moderate or Infrequent use?

H

Was pre-use inspection conducted?  Y

For the annual/quarterly/monthly crane inspections, please fill out the following information:

What was the date of the last inspection? 01-JUN-2010

Who performed the last inspection? ABS

Was inspection conducted in-house or by a 3rd party? TP

Who qualified the inspector? ABS

Does operators' policy require load or pull test prior to heavy lift? Y

Which type of test was conducted prior to heavy lift? L

Date of last pull test: 02-FEB-2012  Load test: 01-JUN-2010

Results: P

If fail explain why:

Proof Loads: 49,400lbs at Radius 39ft and 14,090lbs at Radius 98ft

Test Parameters: Boom angle: 68  Radius: 39

What was the date of most recent crane maintenance performed? 29-MAR-2012

Who performed crane maintenance? (Please clarify persons name or company name.)

ENSCO

Was crane maintenance performed in-house or by a third party? IH.

What type of maintenance was performed? -

Check sheave, limit, switches
For other material-handling equipment only:

Was equipment visually inspected before the lift took place?

What is the manufacturer's recommendation for performing periodic inspection on the equipment involved in this incident?
Safety Management Systems

Does the company have a safety management program in place?  N

Does the company's safety management program address crane/other material-handling equipment operations?  

N

Provide any remarks you may have that applies to the company's safety management program and this incident?

Have Procedure No.: E68-WI-GENERAL-049 for Moving Equipment on Deck Using Crane

Did operator fill out a Job Safety Analysis (JSA) prior to job being performed?  Y

Did operator have an operational or safety meeting prior to job being performed?  Y

What precautions were taken by operator before conducting lift resulting in incident?

Procedures in place for crane/other material-handling equipment activities:

Did operator have procedures written?  Y

Did procedures cover the circumstances of this incident?  Y

Was a copy available for review prior to incident?  Y

Were procedures available to MMS upon request?  Y

Is it documented that operator's representative reviewed procedures before conducting lift?  

N

Additional observations or concerns: